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Buena Park General Plan



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TABLE OF CONTENTS

<u>LIST OF TABLES, FIGURES, MAPS AND CHARTS</u>	i
---	---

<u>INTRODUCTION</u>	iii
---------------------	-----

HOUSING ELEMENT

Refer to Housing Element under separate cover.

CIRCULATION ELEMENT

<u>1.0 Introduction</u>	42
1.1 Authorization and Purpose	42
1.2 Organization	42
<u>2.0 Existing Conditions</u>	44
2.1 Freeways	44
2.2 Local Vehicular Circulation/Street Classification	45
2.3 Bus Service	46
2.4 Railways and Airports	47
2.5 Multi-modal Transportation	48
2.6 Non-motorized Circulation; Pedestrian; Bicycle	49
2.7 Other Circulation Related Topics	50
2.7.1 Traffic Generators and Attractors	50
2.7.2 Truck Routes	50
2.7.3 Parking	50
2.7.4 Air Pollution	50
<u>3.0 Needs</u>	
3.1 Freeways and Interchanges	51
3.2 Local Vehicular Circulation Needs	51
3.2.1 Improving Capacity and Upgrading Roadways	52
3.2.2 Coordination of Traffic Signals	52
3.2.3 Neighborhood Traffic Problems	52
3.2.4 Street Appearance and City Image	52
3.3 Bus Service	52
3.4 Railways	53
3.5 Fullerton Municipal Airport	53
3.6 Pedestrian Circulation and Bikeways	53
3.7 Air Quality	53

THE CITY OF BUENA PARK

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(Circulation Element Continued)

	<u>PAGE</u>
4.0 Goals	54
5.0 <u>Policies and Programs</u>	55
5.1 Freeway Related Traffic	55
5.2 Local Motorized Traffic	55
5.3 Mass Transit	56
5.4 Fullerton Municipal Airport	56
5.5 Non-Motorized Traffic	57

SEISMIC SAFETY ELEMENT

1.0 <u>Introduction</u>	60
1.1 Authorization	60
1.2 Organization	60
2.0 <u>Existing Conditions</u>	62
2.1 Seismic and Geologic Setting	62
2.2 Seismic and Geologic Hazards	62
2.2.1 Ground Rupture	63
2.2.2 Ground Shaking	63
2.2.3 Ground Lurching	63
2.2.4 Ground Failure	64
2.2.4a Liquifaction	64
2.2.4b Differential Compaction and Subsidence	64
2.2.4c Slope Instability and Landslides	64
2.2.5 Dam Failure	64
3.0 <u>Needs</u>	65
4.0 Goals	66
5.0 <u>Policies and Programs</u>	67

SAFETY ELEMENT

1.0 <u>Introduction</u>	68
1.1 Authorization	68
1.2 Organization	68
2.0 <u>Existing Conditions</u>	69
2.1 Fire Hazards	69
2.2 Flood Hazards	70
2.3 Airport Disasters	70
2.4 Loss of Lifelines	71
2.5 Emergency Response	72
3.0 <u>Needs</u>	73
3.1 Fire Hazards and Safety Needs	73
3.2 Flood Hazards and Safety Needs	73
3.3 Airport Safety Needs	73
3.4 Lifelines	74
4.0 Goals	75
5.0 <u>Policies and Programs</u>	76

<u>CONSERVATION ELEMENT</u>	<u>PAGE</u>
1.0 <u>Introduction</u>	78
1.1 Authorization	78
1.2 Organization	78
2.0 <u>Existing Conditions</u>	79
2.1 Geology	79
2.2 Landforms	79
2.3 Soils	79
2.4 Fossils	79
2.5 Watersheds and Hydrology	80
2.6 Domestic Water	80
2.7 Plant Life	81
2.8 Animal Life	82
2.9 Air Quality	82
2.9.1 Types of Air Pollution	83
2.9.2 Responsible Agencies	84
3.0 <u>Problems and Needs</u>	85
3.1 Geology, Landforms and Soils	85
3.2 Fossils	85
3.3 Hydrology	85
3.4 Domestic Water	85
3.5 Plant and Animal Life	86
3.6 Air Quality	86
4.0 <u>Goals</u>	87
5.0 <u>Policies and Programs</u>	88

OPEN SPACE ELEMENT

1.0 <u>Introduction</u>	90
1.1 Authorization	90
1.2 Organization	90
2.0 <u>Existing Conditions</u>	92
2.1 Publicly Owned Land	92
2.1.1 Parks	92
2.1.2 Schools	92
2.1.2 Hisorical/Cultural Sites	92
2.2 Privately Owned Land	93
2.2.1 Agricultural	93
2.2.2 Vacant Land	93
2.2.3 Recreation Attractions	93
2.2.4 Other Private Open Space - Utility Rights-of-Way	93
2.3 Open Space Ratios and Distribution	93
2.3.1 Ratio of Open Space Area to Population	93
2.3.2 Distribution of Open Space	94
3.0 <u>Needs</u>	95
3.1 Flood Control Channels and Edison Right-of-Way	95
3.2 Tourist Entertainment Areas	95
3.3 Lack of Contiguous Open Space	95
4.0 <u>Goals</u>	96
5.0 <u>Policies and Programs</u>	97

	<u>PAGE</u>
<u>HISTORIC PRESERVATION</u>	
1.0 <u>Introduction</u>	99
1.1 Authorization	99
1.2 Organization	99
2.0 <u>Historical Background</u>	100
2.1 Existing Conditions - Significant Sites, Structures	100
2.1.1 Special Features	101
2.1.2 Historically Significant Vegetation	101
3.0 <u>Needs</u>	102
4.0 <u>Goals</u>	103
5.0 <u>Policies and Programs</u>	104
 <u>NOISE ELEMENT</u>	
1.0 <u>Introduction</u>	107
1.1 Authorization	107
1.2 Organization	107
1.3 Definitions and Explanations	108
2.0 <u>Existing and Projected Conditions</u>	114
2.1 Inventory of Noise Sources	114
2.2 Community Noise Equivalent Contours (CNEL)	115
2.3 Population Affected by Noise	115
2.4 Impacts in Residential/Other Noise Sensitive Areas	118
3.0 <u>Problems and Needs Summary</u>	121
3.1 Significantly Affected Areas	121
3.2 Noise Sources	121
3.3 Residential Exterior and Interior Noise Levels	121
3.4 Vehicular Traffic Noise	122
3.5 Airport Noise	122
3.6 Train Noise	122
4.0 <u>Goals</u>	123
5.0 <u>Policies and Programs</u>	124
5.1 Vehicular Traffic	124
5.2 Railway Traffic and Operations	124
5.3 Fullerton Municipal Airport	125
5.4 Interior and Exterior Noise Levels	126
5.5 Other Noise Control	126
 <u>ENERGY ELEMENT</u>	
1.0 <u>Introduction</u>	128
1.1 Authorization	128
1.2 Organization	128
2.0 <u>Existing Conditions</u>	129
2.1 Energy Conservation	129
2.1.1 Stationary Sector	129
2.1.2 Mobile Sector	130
2.2 Alternative Energy Sources	130
2.2.1 Stationary Sector	130
2.2.2 Mobile Sector	131

(Energy Element Continued)

	<u>PAGE</u>
3.0 <u>Needs</u>	133
3.1 Energy Conservation	133
3.2 Alternative Energy Sources	134
4.0 <u>Goals</u>	136
5.0 <u>Policies and Programs</u>	137
5.1 Energy Conservation	137
5.2 Alternative Energy Sources	137

URBAN DESIGN ELEMENT

1.0 <u>Introduction</u>	138
1.1 Authorization	138
1.2 Organization	138
2.0 <u>Existing Conditions</u>	139
2.1 Identity	139
2.2 Traffic Corridors	140
2.3 Architecture	141
2.4 Historic Preservation	141
2.5 Residential	141
2.6 Commercial	142
2.7 Industrial	143
3.0 <u>Needs and Alternatives</u>	143
3.1 Identity Needs	143
3.2 Traffic Corridors	143
3.3 Architecture	144
3.4 Residential	144
3.5 Commercial	145
3.6 Industrial	146
4.0 <u>Goals</u>	147
5.0 <u>Policies and Programs</u>	148

ECONOMICS ELEMENT

1.0 <u>Introduction</u>	151
1.1 Authorization	151
1.2 Organization	151
2.0 <u>Existing Conditions</u>	152
2.1 Economic Development	152
2.2 Major Employers	153
2.3 Employment Characteristics	156
2.4 Municipal Income and Expenditures	158
3.0 <u>Needs</u>	159
3.1 Central Business District Needs	159
3.2 Tourist Commercial Needs	161
3.3 Strip Commercial Needs	161
3.4 General Commercial Needs	162
3.4.1 Convenience Goods/Services	162
3.4.2 Comparison Goods	162
3.4.3 Specialty Goods/Services	162
3.5 Industrial Needs	163
3.6 Office Professional Needs	163
3.7 Employment Opportunity Needs	164

(Economics Element Continued)

	<u>PAGE</u>
4.0 <u>Goals</u>	165
5.0 <u>Policies and Programs</u>	166

LAND USE ELEMENT

1.0 <u>Introduction</u>	168
1.1 Authorization	168
1.2 Organization	168
2.0 <u>Existing Land Use</u>	170
2.1 Residential	170
2.2 Commercial	170
2.3 Industrial	171
2.4 Open Space	171
3.0 <u>Needs</u>	172
4.0 <u>Goals</u>	173
5.0 <u>The Land Use Plan; Policies and Programs</u>	175
5.1 Land Use Descriptions	175
5.1.1 Residential	175
5.1.1a Low Density	176
5.1.1b Medium Density	176
5.1.1c High Density	176
5.1.2 Commercial	176
5.1.3 Tourist Entertainment	176
5.1.4 Office Professional	176
5.1.5 Research and Development	177
5.1.6 Commercial Service	177
5.1.7 Light Manufacturing	177
5.1.8 Heavy Manufacturing	177
5.1.9 Open Space	177
5.2 Planning Area #1 - Buena Park Industrial	178
5.3 Planning Area #2 - North Beach Boulevard	178
5.4 Planning Area #3 - Bellehurst	178
5.5 Planning Area #4 - Central Business	178
5.6 Planning Area #5 - Central Freeway	179
5.7 Planning Area #6 - Southeast Residential	179
5.8 Planning Area #7 - Tourist Recreational/Commercial	180
5.9 Planning Area #8 - Southwest Residential	180
<u>LIST OF SELECTED MAJOR SOURCES</u>	182
<u>TECHNICAL APPENDIX</u>	186

LIST OF MAPS, TABLES, FIGURES AND CHARTS

PAGE

HOUSING ELEMENT

Refer to Housing Element under separate cover.

CIRCULATION ELEMENT

Map	Traffic Volumes	45a
Map	Traffic Generation	49a
Map	Circulation	59a
Figure 1	Street Classification and Development Standards	58

SEISMIC SAFETY ELEMENT

Map	Regional Geology	61
Map	Environmental Constraints	63a

SAFETY ELEMENT

Map	Hydrology	70a
-----	-----------	-----

CONSERVATION ELEMENT

Map	Water Supply	81a
-----	--------------	-----

OPEN SPACE ELEMENT

Map	Open Space	91a
-----	------------	-----

HISTORIC PRESERVATION ELEMENT

Map	Historical Development	102a
-----	------------------------	------

NOISE ELEMENT

Figure 1	Representative Noise Sources/Sound Levels	111
Figure 2	Outdoor Noise Exposures	112
Figure 3	Land Use/Noise Compatibility	113

	PAGE	
NOISE ELEMENT		
Map	Existing Community Noise Level Contours	120a
Map	Projected Community Noise Level Contours	120b
Map	CNEL Contours for Fullerton Airport	120c
Table 1	Existing Population Exposed to Noise	116
Table 2	Projected Population Exposed to Noise	117
URBAN DESIGN ELEMENT		
Map	Community Image, from Citizens Survey	143a
ECONOMICS ELEMENT		
Table 1	Major Industrial Employers	155
Table 2	Major Commercial Employees	155
Map	Employment Centers	157a
Table 3	Employment by Industry	157
Map	Redevelopment Areas	160a
LAND USE ELEMENT		
Map	Existing Land Use	171a
Chart	Land Use Comparison	174
Map	Community Planning Areas	181a
Map	Land Use Plan	(Back Pocket)

INTRODUCTION

City of Buena Park

Buena Park is located on the northwestern boundary of Orange County (see Regional Location Map). The majority of Buena Park's 10.26 square miles is on a relatively flat portion of the Downey Plain with the exception of the Bellehurst area, which is sited upon a gently rolling area of Los Coyotes Hills. Excluding small parcels of undeveloped land, Buena Park is almost totally urbanized. Significant physical features within the City are major commercial attractions such as Knott's Berry Farm, Buena Park Shopping Center and areas within the Beach Boulevard commercial corridor. Railroads, freeways, high voltage power lines and flood control facilities are strong linear features found in the City.

While the City grew rapidly between 1950 and 1960, more than quadrupling in size from 15,500 to 46,401 persons, this growth slowed to 3 percent between 1966 and 1970 when population reached 63,646. Buena Park lost population from 1970 to 1976 and in 1976 had an estimated population of 61,656. Buena Park had an estimated population of 64,165 persons, according to the 1980 Federal Census.

Buena Park is a comfortable community in which to live and is at the center of a freeway network where access to various areas of regional interest and employment is relatively easy.

The City has a strong economic base linked to tourism, warehousing, and light manufacturing, a large regional shopping center, and several smaller commercial areas.

The City is not without its problems, however, and these problems have been addressed in the General Plan through establishment of community goals, objectives, policies and programs.

The median age of Buena Park's population is increasing. This is due in part to decreased birth rates, and because there has been no significant influx of young families. The cost of housing to first time owners and/or the lack of available housing are some of the major obstacles which deter new households or families with children from locating in Buena Park. The declining number of children per household has, in turn, caused school enrollment to decline and schools to close. The need for recreational facilities is changing from playgrounds to those catering to more adult oriented activities.

As with other Orange County cities whose downtown areas existed prior to the construction of the freeway systems and post World War II housing boom, Buena Park's central business district has lost economic priority to regional shopping centers such as the Buena Park Mall. The City and community have responded by designating a Redevelopment Project Area and Redevelopment Plan which call for programs and actions which address the area's mixture of incompatible land uses, inadequate parking and aesthetic deficiency.

Traffic circulation problems, particularly those associated with freeway capacity and interchange design, are evident. These and other problems have been addressed in the thirteen elements of the General Plan.

SUMMARY

Buena Park exists as a fully developed City where very little vacant land remains that is suitable for development. Thus the main mechanisms to effect positive changes within the City involve redevelopment, recycling and mitigation measures. The policies and programs set forth in the General Plan seek to implement these positive changes in a way which is fiscally sound and environmentally beneficial.

In the Housing Element, programs are aimed at preserving the overall low density character of the City through provisions for rehabilitation of existing dwellings and preserving existing neighborhoods. Other basic programs set forth include measures to provide additional affordable housing, housing for special needs groups (elderly, handicapped, large families, etc...) and housing choices for all income groups. Additionally, programs are established which enable the City to provide sufficient sites to implement housing programs. Higher density housing development can be expected in certain target areas of the City as designated on the Land Use Map. This will be facilitated through opportunities provided by density bonus provisions in the Zoning Ordinance, and higher density residential land use designations in some areas. Moderate increases in the housing stock of the City are expected, closely matched to the ability of the City to provide adequate services and public facilities. With provisions for on-site needs and proper site access satisfied, current City facilities would be adequate to serve a proportionately moderate increase in housing.

Programs in the Circulation Element are designed to mitigate adverse impacts associated with heavy automobile traffic within and through the City. Standards for a street hierarchy system are established, along with traffic control measures to increase efficiency of the system. Additionally, greater reliance on various forms of public transit and non-motorized transit is recommended. Of major significance in the element are the recommendations for improvements to the interchange for the Santa Ana Freeway at Knott Avenue, an addition of an interchange for the Santa Ana Freeway at Beach Boulevard, and the potential development of a multi-modal transportation center within the City.

The Seismic Safety and Safety Elements of the General Plan introduce mechanisms which seek to enable residents to live in a safe urbanized environment. This may be accomplished through avoidance of risks and the implementation of emergency procedures, as called for in The City of Buena Park Emergency Plan.

The Conservation Element programs call for the City to preserve both natural and cultural features of significance. Adequate potable water, floodplain development standards and reduction in air pollution are other sectors which programs in this Element address.

The Open Space Element addresses the types of open space available to the City and establishes standards for parkland and playgrounds acreage in the City. The only major new park in the City is the Los Coyotes Regional Park.

Although the urban fabric of Buena Park is relatively new, the Historic Preservation Element addresses the needs for protecting both the natural and cultural heritage of the City. Programs include measures which protect buildings of identified historic value or architectural merit as well as unique vegetation in the City.

The Noise Element identifies community noise sources and exposure levels. The primary sources of noise are generated by traffic, including automobiles, trains, and aircraft operating out of Fullerton Municipal Airport. Noise related policies and programs address the identified problems and needs, and include such measures as pursuing the construction of noise barriers in appropriate places, and requiring noise attenuation features in new residential construction in areas which are subjected to high noise levels.

Programs in the Energy Conservation Element are set forth to attempt to reduce consumption of energy and facilitate the transition to renewable/alternative energy sources in the future. Consistent with the policies of the Circulation Element, this Element recommends alternative modes of transportation be investigated and utilized.

In the Urban Design Element, programs have been formulated which aim at continuing and accelerating the beautification of Buena Park, organizing the visual scale of the community, improving the appearance of commercial areas and improving the identity of neighborhoods.

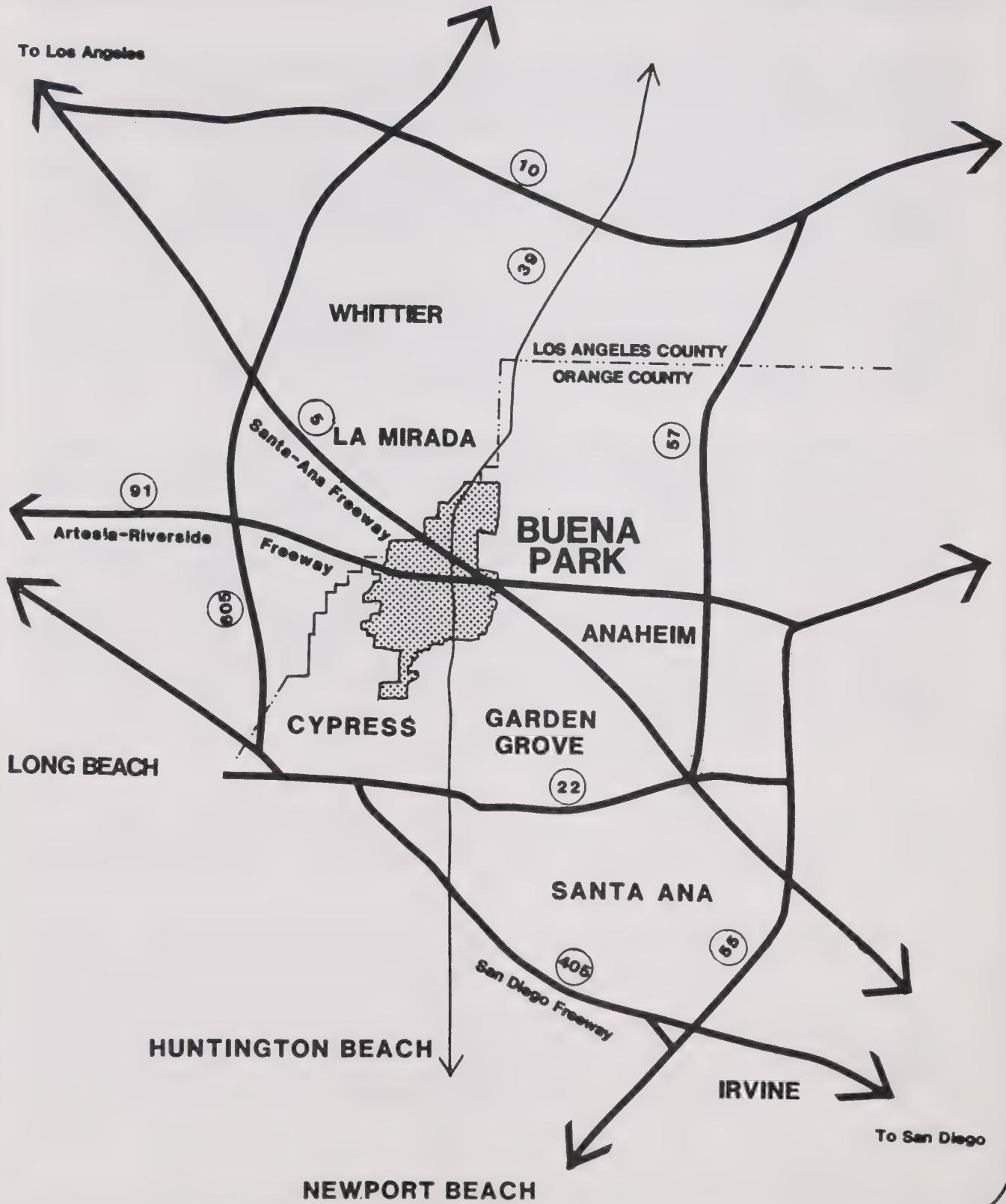
The Economics Element proposes the revitalization of the downtown area through implementation of the adopted "Redevelopment Plan for the Central Business District". Additional programs are established to increase sales tax revenues and emphasize infill development of light manufacturing uses instead of additional warehousing operations.

The Land Use Element proposes few major changes to the existing land use pattern in the City. Housing changes are proposed through provision of more medium and high density residential development in the downtown area, a targeted housing problem area. Commercial uses will experience transition in the General Business District through implementation of the Redevelopment Plan. The Land Use Plan also calls for a consolidation of the tourist commercial corridor along Beach Boulevard. Changes in industrial land use will be limited to infill. Open space will decrease slightly, with the development of closed school sites, but will be consistent with policies established in the Open Space Element. Reflecting the programs established in the Circulation Element, the construction of an additional Santa Ana Freeway interchange at Beach Boulevard will be encouraged. In general, other existing land uses within the City are projected to remain essentially the same.

REGIONAL LOCATION



NO SCALE



THE CIRCULATION ELEMENT

1.0 INTRODUCTION

Buena Park's circulation and transportation systems form a key link in determining the overall structure of the areas they service and are, therefore, an integral part of the urban plan. The purpose of a transportation system is to provide a safe, efficient, and serviceable framework which enables people to move among various sections of the City in order to work, shop, or spend leisure hours. Additionally, the transportation network allows for the movement of goods.

1.1 Authorization and Purpose of the Circulation Element

California Government Code Section 65302(b) mandates localities to include within their General Plans a Circulation Element which describes and locates the basic systems which provide for the cities' transportation needs and land uses. The Element should set forth policies and programs which promote effective use of transportation facilities in order to efficiently and safely move people and goods, while striving to protect and wisely use the environmental, economic, and natural resources.

The Circulation Element must be closely coordinated with the land use, noise, scenic highways, and housing elements because circulation and transportation planning efforts have an impact upon them. Freeways and arterial highways must be capable of meeting future traffic demands. Concurrent efforts must be undertaken to identify the impact that transportation systems development will have upon future land use patterns. Circulation and transportation planning should provide for safe and efficient movement within the City and region, while discouraging unnecessary traffic movement and noise through residential neighborhood areas. This should be accomplished by effectively designing traffic routes according to their functions, while maintaining design sensitivity to surrounding land uses. The visual appearance of the circulation system not only affects the efficiency of traffic circulation, but also contributes to definition of the image of the City held by residents and visitors to the community. In addition, circulation and transportation planning for the local community must be integrated into regional transportation planning with respect to energy conservation, noise, existing and alternative modes of transportation, and quality of the environment with respect to air pollution.

1.2 Organization

The Circulation Element has been organized around five sections. Section 1.0 introduces the Element, providing information regarding the authorization, purpose and organization. Section 2.0 discusses the City's existing circulation system. It provides a description of the hierarchy of freeways, highways, and streets, bus service, railways, and airport. It describes non-motorized circulation in terms of pedestrians and bicyclists. It also discusses transportation-related topics such as truck routes, parking, traffic generators, future multi-modal transportation and air quality.

Section 3.0 identifies traffic problem areas within the City and assesses some of the needs, both current and future.

Section 4.0 consists of statements of goals upon which have been predicated the policies and programs of Section 5.0. These policies and programs are intended to assist the City staff and Council in maintaining or improving a safe, efficient circulation system which is well-coordinated with the goals and policies of the interrelated urban elements and meets the needs of the citizens and visitors of Buena Park.



SANTA ANA FREEWAY

2.0 EXISTING CONDITIONS

The movement of people and goods within an urban environment can be divided into two basic elements; the mode used for travel, and the circulation system through which that mode must move. In Buena Park the circulation system is primarily represented by a hierarchy of streets and pathways ranging from large freeways to pedestrian walkways over which people and goods move between communities and within the community.

This section provides an overview of Buena Park's circulation system. It classifies the streets, identifies the extent of other motorized means of moving goods and people such as trains, buses, and airplanes, and discusses pedestrian and bicycle circulation. Truck routes, parking, traffic generating attractions or activities, multi-modal transportation studies, and air quality are additional topics which are addressed in this section.

2.1 Freeways

2.1.1 Santa Ana Freeway (5)

The principal circulation network within Southern California is the freeway system. The freeway circulation system offers high-speed thoroughfares for motor vehicles and has become the basic travel network for movement between cities as well as short trips within the city, although this system was not designed for the latter. The freeway system was designed to serve the travel needs of an ever growing number of private automobiles and buses. It also serves the regional transportation demands for distribution of goods and services, with trucks carrying the majority of goods consumed within the community. This freeway system has provided a mechanism for growth throughout Orange County, introducing and improving access to areas with high growth potential. Much of Buena Park was developed as a result of this phenomenon.

The Santa Ana Freeway (5) is the major northwest-southeast transportation corridor within Orange County and passes through Buena Park. Traffic counts performed by Caltrans along its route have indicated that travel demand is well over design capacity at various points, including Buena Park, during peak flow. Within Buena Park, the Santa Ana Freeway is presently over capacity. Traffic counts along the Santa Ana Freeway at Beach Boulevard reach 125,000 average daily trips (ADT's), and weekday peak hour volumes reach 10,500 ADT's. Congestion has become an increasing problem along this travel corridor within Buena Park, especially during peak flows.

Although Buena Park's growth rate is relatively stable, expanding population areas in the southern portion of Orange County have the potential of further increasing traffic in this major corridor. Should this occur, the impacts on the surrounding community will increase. Expansion of the freeway through the addition of more lanes is possible only through the construction of extensive retaining walls and bridge lengthening.

In recognition of the ever increasing problems with travel on the Santa Ana Freeway throughout Orange County, the Orange County Transportation District, in cooperation with the Orange County Transportation Commission, is presently studying various alternatives to alleviate travel congestion (Santa Ana Transportation Corridor Alternatives Analysis, Phase I). The alternatives are composed of four basic components as follows:

- o Rapid transit;
- o Freeway improvements;
- o AMTRAK commuter rail improvements;
- o Systems management improvements.

Selection and recommendation of an alternative for implementation will be the final step in this planning effort.

In addition to the regional circulation aspect of freeways, it is important to identify their interface with the local circulation systems. Freeways distribute traffic onto Buena Park's major city streets via interchanges.

Along the Santa Ana Freeway, interchanges exist at Knott Avenue/Botryoides Avenue, and at Manchester Boulevard. The Manchester interchange has problems which are created by the following conditions:

- o Northbound off-ramp exists directly onto a local street;
- o Southbound on-ramp requires traffic to immediately enter the left lane of the Santa Ana Freeway, conflicting with traffic attempting to exit to the Artesia-Riverside Freeway (91).

The Knott Avenue/Botryoides Avenue interchange does not provide direct access to Knott Avenue from the northbound exit ramp. This interchange services much truck traffic which is attracted by the surrounding industrial areas. Thus, trucks are forced to utilize local streets (Artesia to Firestone to Knott) to attain access to their industrial destination. This creates an inefficient situation. In addition, southbound access to the freeway for traffic northbound on Manchester is difficult and confusing due to a complex signal system.

2.1.2 Artesia - Riverside Freeway (91)

The other major element in the regional transportation network is the Artesia-Riverside Freeway (91) which runs east-west through Buena Park. The Artesia-Riverside Freeway currently has room for expansion, however, Caltrans data indicates that travel demand is moderate along this freeway and expansion would not be justifiable at this time.

Interchanges along this freeway in Buena Park exist at Beach Boulevard, Knott Avenue and Valley View Street. At present they function relatively well with regard to serving the needs of Buena Park.

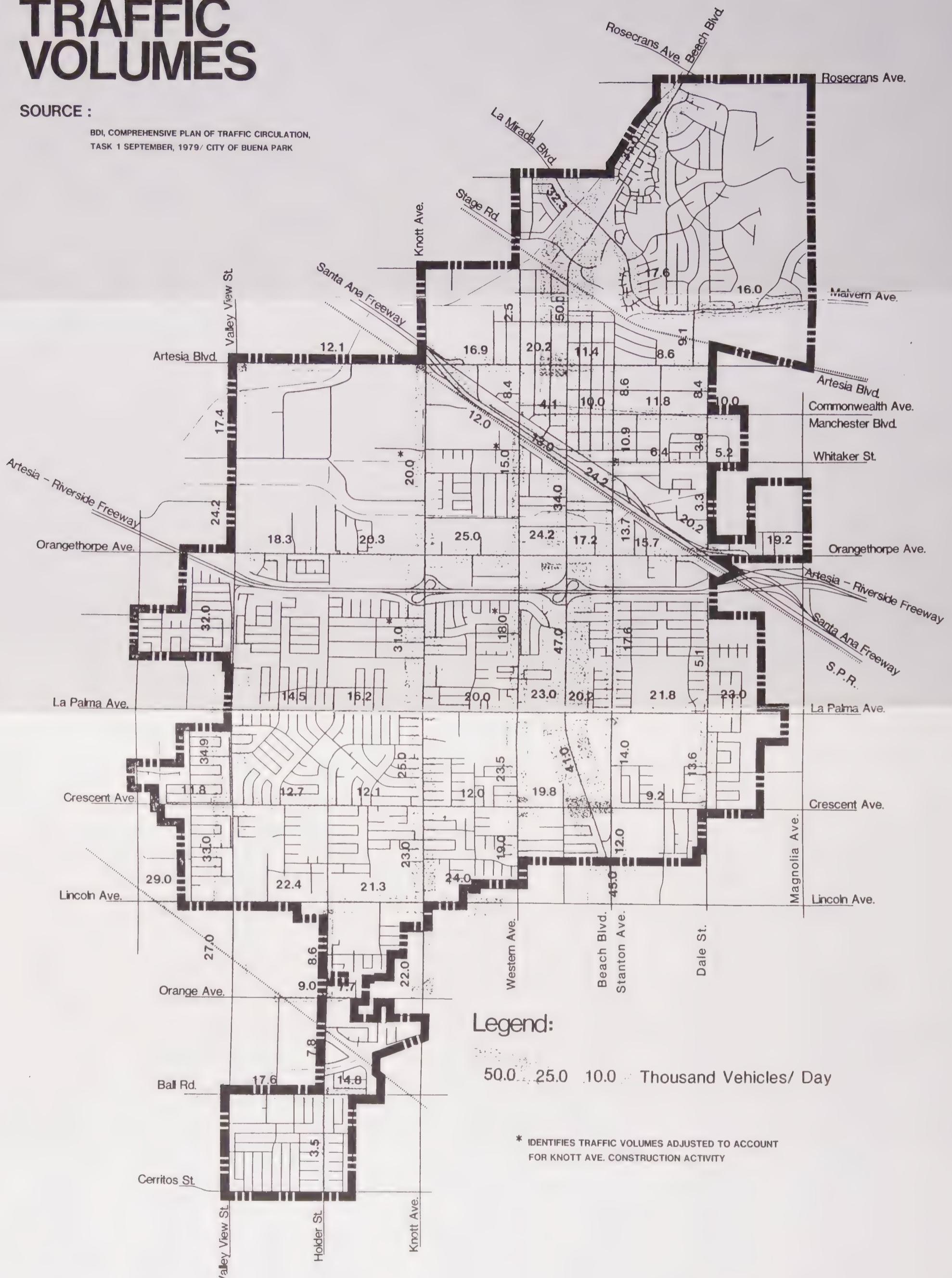
2.2 Local Vehicular Circulation and Street Classification

The regional circulation system of freeways moves traffic between cities and interfaces with the local circulation system of Buena Park. The local circulation system not only moves traffic within various parts of the City but also between Buena Park and adjacent communities. The Traffic Volume Map indicates the level of use of the local circulation system, and illustrates the strong grid pattern of roadway use and development.

TRAFFIC VOLUMES

SOURCE :

BDI, COMPREHENSIVE PLAN OF TRAFFIC CIRCULATION,
TASK 1 SEPTEMBER, 1979 / CITY OF BUENA PARK



The local circulation system can be divided into several types of streets which are established based upon their functions within the local street network. It should be noted that all of these corridors include easements for utilities that serve adjacent properties. The categories for discussion are as follows: major highway; primary highway; secondary highway; and local streets.

2.2.1 Major Highways

The primary function of major highways is to move large volumes of traffic from one part of the City to another, and to absorb locally destined traffic from the freeway system. A major highway is a six-laned, divided roadway with a highway design capacity of 45,000 to 50,000 vehicles per day. Even though the freeway system is primarily designed to carry traffic between cities, major highways also serve as optional connectors to areas within adjacent cities. Additionally, these highways contain both local and through traffic, serving the needs of commerce, industry, public services, and employment centers within Buena Park and surrounding communities.

The major highways which serve Buena Park are Beach Boulevard, Valley View Street, Lincoln Avenue, and Orangethorpe Avenue, as located on the Traffic Generation Map. These highways form a grid system which has influenced the development patterns of the City's primary and secondary highways and local streets.

2.2.2 Primary Highways

Primary highways are four-laned divided, or four-laned with painted median, roadways with a design capacity of 30,000 to 35,000 vehicles per day. These highways are intended to direct traffic from local residential streets to and from traffic generators such as local industry, commerce, public facilities, and other employment centers. Because of the high traffic volume of commercial vehicles within Buena Park, some primary highways also serve within the larger industrial areas to direct traffic to and from major highways.

The primary highways serving Buena Park are: Artesia Boulevard (west of Manchester Avenue); Knott Avenue; La Palma Avenue; Ball Road (west of Knott Avenue); Manchester Boulevard (west of Commonwealth Avenue and south of Artesia Boulevard); Commonwealth Avenue; Malvern Avenue; and Stanton Avenue (between Beach and La Palma Avenue).

2.2.3 Secondary Highways

Secondary highways are four-laned roadways with a design capacity of 25,000 vehicles per day. These highways function similarly to primary highways, but carry lower volumes of traffic and are usually located near residential areas.

2.2.4 Local Streets

Local streets perform a variety of functions, and are intended for both vehicular and pedestrian access. In most instances, they serve the residential needs of the community, carrying low volume traffic to and from secondary highways. They also serve neighborhood commercial and industrial land uses. Buena Park has designated three types of local streets, based on the predominant surrounding land uses and resultant functions. These include industrial/commercial streets, residential commercial streets, and residential streets.

An integral part of the urban design, local streets serve as open spaces between buildings where landscaping opportunities may exist for street trees, shrubs, and grassy areas. These may create strong community landscape design themes, which help to define and enhance neighborhoods within the City.

Since the primary function of local streets is to provide access to adjacent properties, they should not usually carry through traffic. Traffic moving from one part of the City to another is the function of the rest of the local circulation system and should be discouraged along local streets particularly in residential areas. This can be accomplished through improved traffic design parameters and close integration of the capabilities of the trafficways with the land uses they serve. A good example of this in Buena Park is the well planned access and egress within the industrial park's local streets.

2.3 Bus Service

Buena Park is located within the Orange County Transit District (OCTD), which provides bus service to Buena Park for commuters and shoppers. In general, the buses operate on routes confined to the City's major and primary highways. The OCTD is primarily responsible for the review and designation of services, and frequently revises schedules and routes according to expressed need and economic necessity.

Some services are provided on a regional basis through mutual agreement of the OCTD and the Southern California Rapid Transit District, which services communities and facilities mainly within Los Angeles County.

In addition to the public transit services, some private services are provided, particularly by hotels in concert with tourist attractions and airports.

2.4 Railways and Airports

There are two main railroad lines which pass through Buena Park. These are operated by the Southern Pacific Railroad, and the Atchison-Topeka and Santa Fe Railroad. While Buena Park does not have an airport within its incorporated boundaries, Fullerton Municipal Airport is located just outside the eastern City limits in the City of Fullerton.

2.4.1 Southern Pacific Railroad

The Southern Pacific Railroad operates two freight lines which pass through Buena Park. The most heavily used line is located parallel to the Santa Ana Freeway and transports high volumes of industrial materials for industries located within Buena Park. A total of six trains and eight switch engines operate six days a week within Buena Park along this track. This line crosses Knott Avenue, Western Avenue, Beach Boulevard, and Stanton Avenue at grade. As a result some traffic congestion and backup is experienced, particularly along Beach Boulevard.

The second rail line is located on the old Pacific Electric Railway track bed in the extreme southwest portion of Buena Park. This line is lightly used at the present time. Negotiations are currently underway involving the purchase by OCTD of a portion of this right-of-way located in Santa Ana. OCTD has indicated that they plan to use the right-of-way as fixed rail public transporta-

tion or exclusive bus routes. Should this come about, it might be anticipated that these services could be extended to Buena Park as well.

2.4.2 The Atchison-Topeka and Santa Fe Railroad

This railway line crosses Buena Park northeast of the Santa Ana Freeway. The line consists of fourteen passenger trains operated by Amtrak that pass through Buena Park each day on the Los Angeles/San Diego route. There is no railway stop in Buena Park, the nearest being in the City of Fullerton. AT&SF operates fifteen freight trains daily, with spur lines and piggy-back service to its large industrial customers in Buena Park.

2.4.3 Fullerton Municipal Airport

Fullerton Airport services general aviation aircraft and currently has between 155,000 to 170,000 annual operations. The highest annual operations was 263,720 and occurred in 1969. The existing design capacity of the airport is 300,000 annual operations. The Airport does not function as a major transportation mode for residents of Buena Park at this time.

Of main interest to Buena Park are the noise, safety and land use considerations created by the proximity of the airport. These considerations should remain stable in the future, given the very limited capacity for the airport to increase annual operations. For further discussion, see the Noise, Safety and Land Use Elements.

To study problems associated with the airport, The Fullerton Airport Noise and Safety Committee was formed in a joint effort by Buena Park and Fullerton. This committee will formulate recommendations for land use compatibility, noise reduction and safety concerns.

2.5 Multi-Modal Transportation

An integral part of the County-wide transit system plan currently under preparation by the Orange county Transit District and the Orange County Transportation Commission is the development of a series of transportation centers at key locations throughout the County. The District and/or Commission, in cooperation with specific cities, including Buena Park, currently are involved in various stages of planning, design, or feasibility investigation for a number of such transportation centers in the County. Each center will be designed to serve a unique local function and will be financed according to the most feasible combination of local, state, federal, and private funding. While serving distinct roles in each city, the centers will also represent an integrated regional approach toward providing a network of multi-modal transfer facilities as part of the Countywide transportation system.

Regionally, each transportation center will act as a focal point for interchange between various transportation modes, with emphasis on local and regional transit, intercity, line-haul, and intra-community services, including bus, taxis, private autos, and other modes. In addition, however, each transportation center will perform a definite community-based function. This coordination of regional and local purposes is especially crucial in the site selection and conceptual

design of the center proposed for Buena Park, where the site selection process could lead to distinctly different proposed types of terminal facilities.

The Buena Park Multi-modal Transportation Center Feasibility Study was initiated in January, 1981 under joint funding and sponsorship by the Orange County Transportation Commission and the City of Buena Park. The basic purpose of the project is to determine the feasibility of a multi-modal transportation center or centers in the City of Buena Park based upon potential demands for transportation services, including both tourist and resident travel requirements. Cost, community impact, and compatibility with local planning objectives are also important criteria in selecting the site for the Transportation Center.

2.6 Non-Motorized Circulation

Non-motorized circulation in Buena Park involves pedestrians and bicyclists. The systems which provide for their needs are becoming more important to the City as energy costs rise and as air quality concerns become more critical. The value of these non-motorized systems will escalate as multi-modal transportation systems are implemented.

2.6.1 Pedestrian Circulation

The streets of the City were designed for automobile circulation and do not serve the needs of the pedestrian very well. Pedestrians must compete with automobiles in many areas of the City. In the downtown areas, where traffic is heaviest, pedestrian needs are met after those of the automobile. Since Buena Park is an older community, some of the residential areas have no sidewalks to separate pedestrians from motor vehicular movement.

2.6.2 Bicycle Circulation

Buena Park has two existing bikeways within the City. One runs along the flood control channel to the south of Malvern Avenue, from Dale Street to the Fullerton city limits where it joins the City of Fullerton bikeway system. The other runs along Western Avenue from the city limits in the south to Franklin Street, turns east on Franklin to Beach Boulevard, continues north on Beach to Stage Road, where it continues to the city limits.

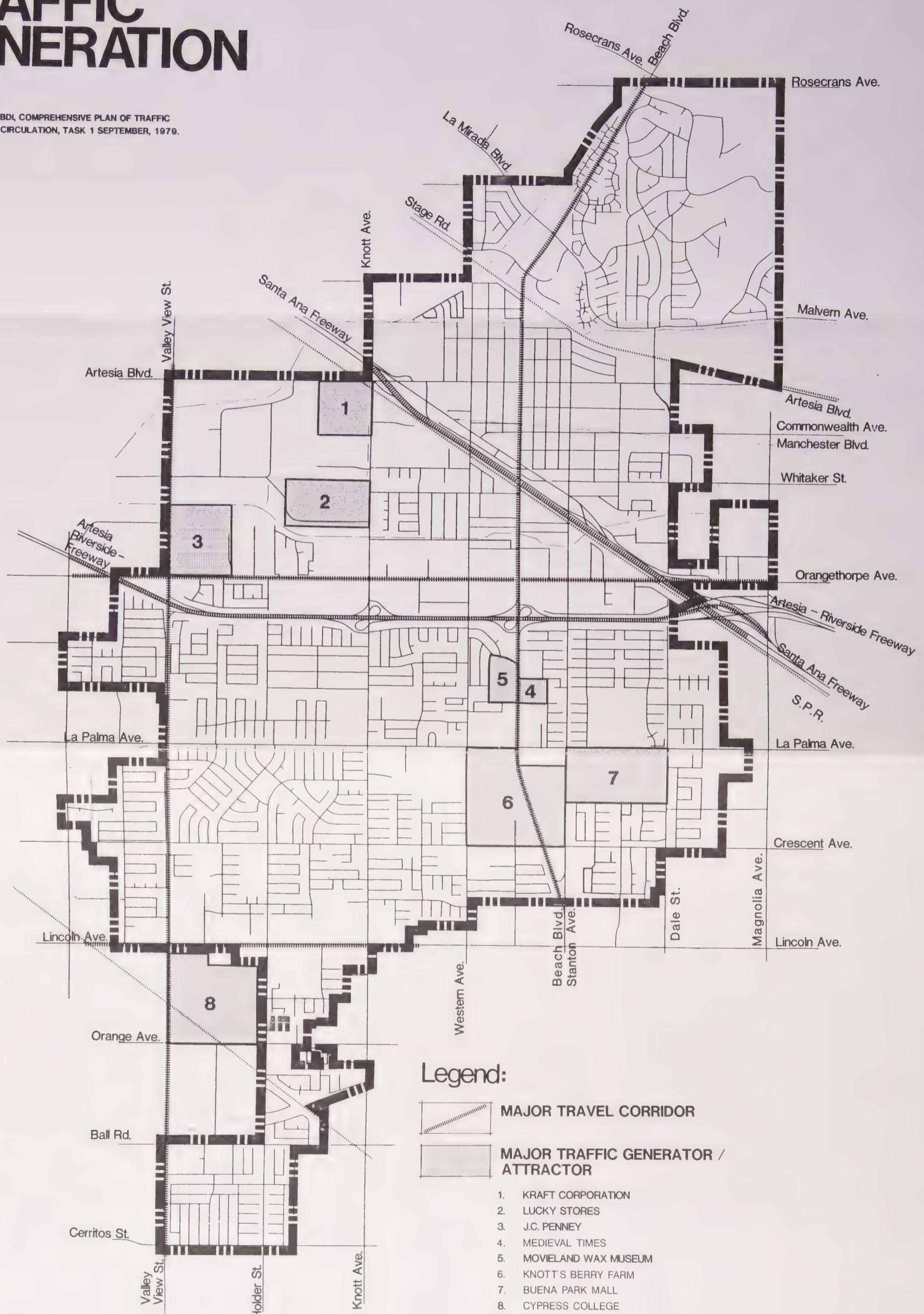
There is an increasing demand nationwide for designated bike routes both in urban and rural areas. This demand is a reflection of concerns for health, cutting commuting costs, and desire for recreation. Biking has been a tremendously popular form of transportation in European cities and Southern California for many years.

To plan for future needs, the Buena Park City Council adopted a bikeways plan in 1974 (by amending the 1973 ERME) which proposed both transportation and recreation routes for bikes. Recreation routes generally followed power line and drainage channel rights-of-way. Transportation bikeways are located on those major streets where use and design allow the creation of exclusive bike lanes. None of these proposed routes was implemented.

TRAFFIC GENERATION

SOURCE :

B.D.I., COMPREHENSIVE PLAN OF TRAFFIC CIRCULATION, TASK 1 SEPTEMBER, 1979.



REVISED	RESOLUTION
4/2/90	9074



2.7 Other Circulation Related Topics

2.7.1 Traffic Generators and Attractors

Buena Park exhibits two basic categories of traffic generators or attractors. They are large industrial employers and tourist commercial developments. The industrial park in the northwest portion of the City supports the large industrial developments which generate employee and truck traffic. The tourist commercial developments are predominantly found along the Beach Boulevard corridor. They attract large numbers of tourists and shoppers. The Traffic Generation Map locates these features.

2.7.2 Truck Routes

The City of Buena Park presently has a designated truck route system which utilizes many of its major trafficways. Designation of truck routes provides the City with a system which offers trucks access to commercial and industrial areas while confining truck traffic to major streets. A further benefit of a truck route system is the elimination of excessive noise, dust and traffic hazards associated with truck movement through residential areas.

2.7.3 Parking

The City presently has adequate automobile parking facilities for most all commercial, tourist and public areas. However, within the central business district there is some inadequacy in the design and amount of parking for strip commercial areas.

Truck parking is a problem in the central business district, along the commercial areas of Beach Boulevard, and on private property near commercial centers. The problem is created by truckers making stops at restaurants or dropping trailers on the streets. This creates hazards to traffic through reduction in visibility and available street width.

2.7.4 Air Pollution

Air pollution is a well documented impact of automobile, bus, and truck traffic. Freeway travel allows much greater volumes of traffic to circulate, thereby introducing greater amounts of pollutants associated with use of the internal combustion engine.

Since Buena Park is serviced by an extensive street system and two freeways, local air quality is most likely modified during peak traffic flow periods in areas adjacent to travel corridors. However, the City of Buena Park has little direct control over mitigating these impacts associated with vehicular travel.

The Conservation Element more fully discusses the air quality within Buena Park, pollutant sources and air quality data.

3.0 NEEDS

The problems and needs discussed in this section were identified through various means. These included examining the existing circulation systems, reviewing transportation studies, and seeking citizen evaluation through free mapping exercises and workshops.

3.1 Freeways and Interchanges

The major freeway needs within the City of Buena Park center on designing additional capacity for the Santa Ana Freeway, and improving and extending the interchanges between the freeway and the City.

The fact that the Santa Ana Freeway fully occupies its right-of-way presents a major constraint to the addition of more lanes. Reduction in traffic volumes, in order to relieve congestion, could possibly be accomplished through implementation of some of the alternatives suggested by the Santa Ana Transportation Corridor Alternatives Analysis, as discussed in Section 2.

Interchanges between the City and the Santa Ana Freeway need to be improved both at Manchester Avenue and at Knott Avenue. The Manchester Avenue interchange needs to be redesigned to reduce the impacts of freeway traffic on local streets, and alternatives to the present south-bound on-ramp need to be examined. Improvements to the Knott Avenue interchange are being processed by CALTRANS. Their concept proposes, through a cooperative effort with the City of La Mirada, to restructure Knott Avenue so that it would pass under the Santa Ana Freeway.

A major need exists for an interchange between the Santa Ana Freeway and the City of Buena Park at Beach Boulevard. At the present time, Manchester Boulevard absorbs locally bound traffic from the Santa Ana Freeway. Beach Boulevard could perform this function more efficiently because it is a major highway within Buena Park and a gateway to the City and the Central Business District. The addition of this needed interchange could provide safer freeway access and an improved image of the City.

3.2 Local Vehicular Circulation Needs

Buena Park is an older urban area with well established land use patterns and circulation systems. Although the City of Buena Park has reached the point where its planning boundaries are at their ultimate spheres of influence, with little opportunity for further annexation of land, future land use changes can be anticipated through recycling of existing land uses. It is necessary during realization of land use changes that the street system respond to the changing circulation needs. As an example, the adopted Redevelopment Plan (July 1979) for the Central Business District has modified the street layout to facilitate access to commercial/office centers. As land use changes continue to occur, it is important for the City to continue to evolve a circulation network which adequately and safely services these new uses.

3.2.1 Improving Capacity and Upgrading Existing Roadways

In 1979 a study was conducted by the City through Basmaciyan-Darnell, Inc. which produced the Comprehensive Plan of Traffic Circulation. This plan revealed that, in general, circulation problems were a result of a need for increased roadway capacity, a need for additional north-south streets, and a need for upgrading existing roadways. Several projects to improve the existing local circulation system have been recommended by the City staff, including:

- o The realignment and widening of Dale Street northerly from Commonwealth to Malvern Avenue;
- o Extension of Knott Avenue from Artesia Boulevard across the Santa Ana Freeway, including new on/off-ramps to the Santa Ana Freeway; and
- o Improvements to Orangethorpe Avenue easterly of Stanton Avenue.

3.2.2 Coordination of Traffic Signals

During the Basmaciyan-Darnell study, citizens, elected officials, and City staff identified the lack of coordination of traffic signals in the City of Buena Park as a major problem. By having to stop at each traffic signal, traffic flow along major arterial streets is restricted, causing frequent congestion. This was analysed to be, in part, a result of inadequate computer capability.

3.2.3 Neighborhood Traffic Problems

Neighborhood traffic needs identified by the study were generally those related to problems associated with speeding, use of residential streets for bypass routes, pedestrian safety, lack of assignment of vehicle right-of-way, and lack of access to the surrounding arterial streets. The City has responded in the past to citizen-expressed concerns by installing stop signs, traffic diverters and traffic signals. The Basmaciyan-Darnell study has identified seven neighborhood problem areas as illustrated on the Neighborhood Traffic Problem Areas Map located in the Technical Appendix. These areas were identified during citizen participation workshops and do not necessarily identify all the problem areas within the City.

3.2.4 Street Appearance and City Image

Street appearance and City image are also important considerations in circulation planning. The City streets develop pathways within the community and divide the City into diverse districts and neighborhoods. A street system which is confusing, incoherent or unattractive creates an unfavorable impression on visitors and makes a community a less pleasing place in which to live and work. The visual appearance of Buena Park could be greatly enhanced by placing and coordinating streetscaping, lighting, entrance markers, and street furniture. These needs are more fully discussed in the Urban Design Element.

3.3 Bus Service

The Transportation Commission of Buena Park advocates expansion of service within the City to better accommodate commuters and shoppers. This could contribute toward realizing energy savings as called for in the Energy Element.

As the Central Business District is redeveloped, bus service needs should be reassessed to assure adequate service to the new business, office and residential area.

Long term needs include close coordination with the Orange County Transit District to assure their planning efforts meet the changing bus service and mass transit needs of regions of Buena Park.

3.4 Railways

Grade crossings can create traffic safety and congestion problems for automobile use. In Buena Park the major concern at this time relates to traffic congestion and delays. Safety problems appear to be of secondary concern due to the installation of flashing signal lights and median dividers for motorist and pedestrian safety. To alleviate congestion problems it will be necessary to undertake regrading of railroad tracks and/or ramping of automobile traffic to achieve grade separations.

3.5 Fullerton Municipal Airport

Buena Park must assure its residents adequate protection from the noise and safety impacts associated with operations at the Fullerton Airport. To achieve this, recommendations which will be set forth by the Airport Noise and Safety Committee should be considered for implementation in cooperation with the City of Fullerton. In this way, a comprehensive effort can be undertaken to equitably mitigate noise and safety hazards. Airport needs are further discussed in the Safety and Noise Elements.

3.6 Pedestrian Circulation and Bikeways

With regard to the pedestrian environment, Buena Park needs to improve location, design, and amount of sidewalks, especially in the older residential areas. Additionally, within the Redevelopment Plan area, consideration should be given to providing a safe, adequate pedestrian system.

The bicycle routes designated on the Circulation Map facilitate bicycle access to desired destinations and are coordinated with the Master Plan of Countywide Bikeways.

3.7 Air Quality

Buena Park has little authority over controlling vehicular pollution. As identified in the Conservation Element, the Air Resources Control Board, a State agency, has monitoring and enforcement responsibilities.

Therefore, it is necessary that Buena Park utilize comprehensive transportation planning within the City to reduce single passenger automobile trips, and encourage the use of mass transportation and other alternative modes of travel. In this way, the release of pollutants may be reduced, assisting in efforts to maintain and improve air quality.

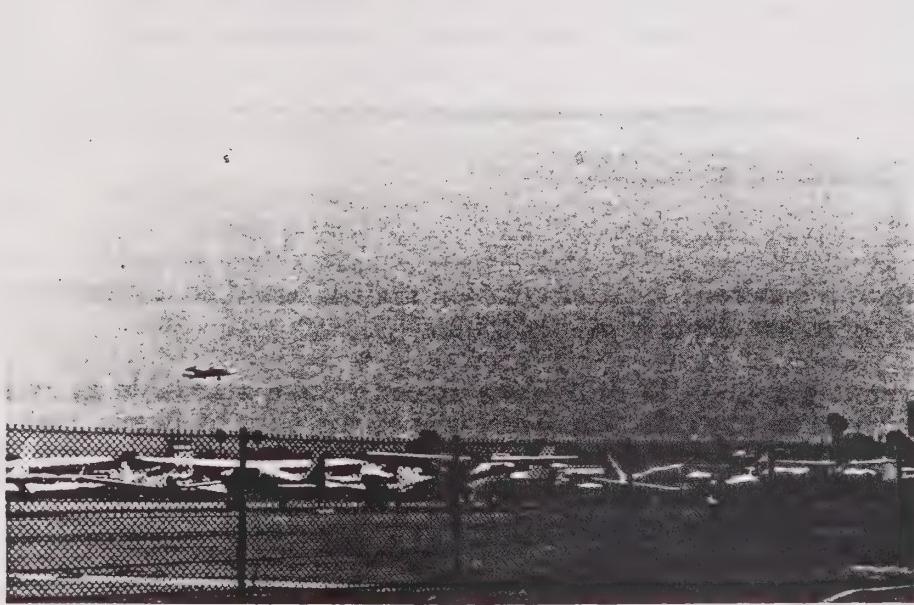
4.0

GOALS

The intent of the Circulation Element is to promote an optimum system of circulation within the City of Buena Park. Some goals and programs can be achieved through available public and private resources, while others can only be encouraged.

Based on the previous discussion of existing conditions and needs, the following goals have been established to provide guidance for the City's response to circulation and transportation needs, and for the planning process.

- 4.1 Encourage the continued development of a safe, efficient, and comprehensive system of circulation for public and private vehicles and pedestrians, while concurrently developing alternate modes of transportation at both the City and regional levels.
- 4.2 Encourage the development of greater City identity and a positive City image through implementation of a coordinated streetscaping and beautification program.
- 4.3 Encourage desirable land use patterns within the City through the proper use of circulation planning.
- 4.4 Encourage the development of a circulation system which promotes energy efficiency and improvements in air quality.



FULLERTON MUNICIPAL AIRPORT

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the identified circulation problems and needs, the City has specified the following policies and programs.

5.1 FREEWAY-RELATED TRAFFIC

5.1.1 Policy

The City of Buena Park encourages the development of increasingly safe and efficient freeway service to the City, and discourages the use of local City streets as carriers of inter-city traffic.

5.1.1a Program: In cooperation with appropriate State and County agencies, pursue implementation of an additional interchange with the Santa Ana Freeway at Beach Boulevard and improvements to the existing interchange at Knott Avenue.

5.1.1b Program: Cooperate with the State in determining the extent of noise levels along the Santa Ana and Artesia-Riverside Freeways and pursue implementation of appropriate noise mitigation measures as set forth in the Noise Element.

5.1.1c Program: Provide appropriate input into Federal, State and County efforts to reduce automotive exhaust emissions to increase the availability and use of mass transit and to develop regionwide transportation plans.

5.2 LOCAL MOTORIZED TRAFFIC

5.2.1 Policy

Maintain a coherent local circulation system based on a hierarchy of streets which serve the needs of all residents.

5.2.1a Program: Continue to utilize the street system standards as established by the criteria in the 1980 Standard Plans of the City of Buena Park, adjusting, where necessary, to provide for proposed bikeways. (Refer to pp. 58 and 59.)

5.2.2 Policy

The City of Buena Park encourages the improvement of the local circulation system through the use of appropriate traffic control and design techniques which effectively increase the efficiency and safety of traffic movement within the City.

5.2.2a Program: Investigate the physical and economic feasibility of improving the operation of the master computer which controls the existing traffic signal systems.

5.2.2b Program: Use traffic control measures in areas where roadway maintenance or construction is taking place.

5.2.2c Program: Alleviate parking problems, especially in the CBD and strip-commercial areas, through a cooperative effort by the City and property owners by providing parking off the street in parking lots adjacent to or behind stores on busy commercial streets.

5.2.2d Program: To control truck parking in the City, insure that restricted parking zone ordinances are enforced and investigate the feasibility of other control mechanisms.

5.2.2e Program: Pursue financing and construction of grade separations at the intersections of railroads with major, primary and secondary highways.

5.2.2f Program: Install public improvements to ultimate design width on Orangethorpe Avenue, easterly of Stanton Avenue, as soon as practical to improve circulation, to improve the image of this entry to Buena Park, and to promote on site improvements.

5.2.3 Policy

The City of Buena Park encourages the safe and efficient movement of truck traffic within and through the City, while maintaining a high level of environmental quality.

5.2.3a Program: Maintain the designation of truck routes within the City along major arterial roadways which facilitate efficient truck movements and balance the needs of business, industry and residential areas.

5.3 MASS TRANSIT

5.3.1 Policy

The City encourages the use of mass transportation to reduce travel expense, energy use and environmental impacts.

5.3.1a Program: Coordinate with OCTD and the Atchison-Topeka and Santa Fe Railroad to encourage adequate bus and rail service for the residents of the City.

5.3.1b Program: Pursue implementation of the recommendations set forth by the Multi-Modal Center Feasibility Study.

5.4 FULLERTON MUNICIPAL AIRPORT

5.4.1 Policy

The City encourages that adequate mitigation measures be pursued with regard to the potential noise and safety impacts associated with Fullerton Airport.

5.4.1A Program: Consider the recommendations as set forth by the Fullerton Airport Noise and Safety Committee in cooperation with the City of Fullerton and those set forth in the Noise Element.

5.5 NON-MOTORIZED TRAFFIC

5.5.1 Policy

The City encourages the maintenance and improvement where appropriate of the safety and convenience of non-motorized movement throughout the City.

5.5.1A Program: Pursue development of a Sidewalk Master Plan which would provide pedestrian linkages throughout the City in a safe, pleasing manner through use of seating, lighting and landscaping.

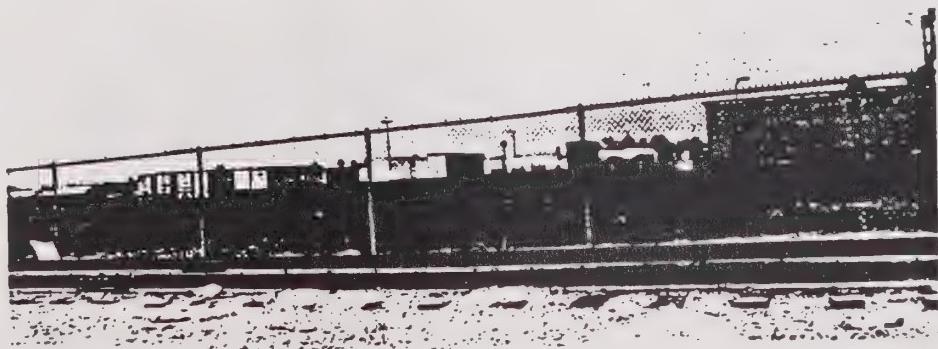
5.5.1b Program: Pursue implementation of the bikeway routes designated on the City's adopted Bicycle Paths Map and improve demarcation and safety measures along the two existing bikeways in the City.

5.5.1c Program: Pursue State and Federal funds for implementation of bikeways.

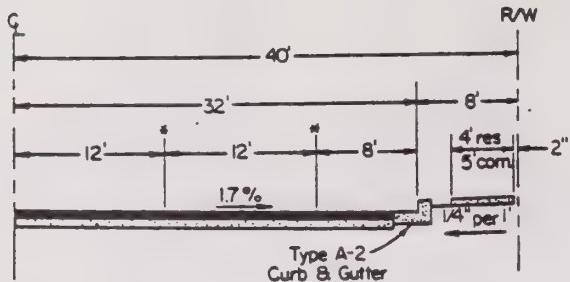
5.5.2 Policy

The City of Buena Park recognizes the special needs of physically handicapped persons and encourages all buildings, structures, public areas and related facilities which are used by the general public to be accessible and useable by the physically handicapped.

5.5.2a Program: Support laws and regulations of the State relating to the accessibility and use of buildings, structures and facilities by the handicapped, and support new programs developed by the State and Federal agencies which effectively increase and mobility of handicapped persons.



SECONDARY HIGHWAY - The minimum right-of-way should include a four lane undivided roadway.



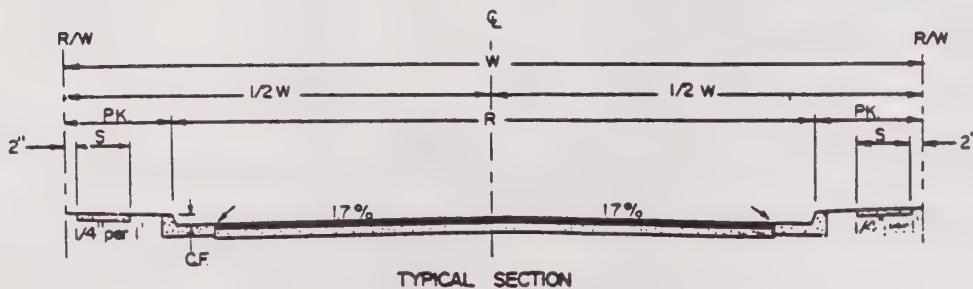
Section
Symmetrical
About G

NOTES:

1. Design speed shall be 50 m.p.h.
2. Thickness of pavement & base to be determined by soil test.
3. With a minimum section of 3'A.C. over 6'A.B.
4. For asphalt concrete, and aggregate base see STD. 100 sect. 2.
5. See STD. 202 for type A-2 curb and gutter.
6. See STD. 206 for sidewalk.

* longitudinal joint for finish course A.C.

LOCAL STREETS - While local streets are primarily associated with service to residential areas, they may also serve industrial and commercial districts as well. The minimum right-of-way depends upon the adjacent land use.



TYPE	W	R	PK	S	LEGEND
Industrial / Comm.	64'	52'	6'	N/A	W=Width of street in feet. R=Width of roadway in feet. PK=Width of parkway in feet. (including sidewalk)
Residential/Comm.	60'	44'	8'	4' Res. 5' Comm.	S=Width of sidewalk in feet. CF=Curb face (see curb stds).
Residential *	52'	40'	6'	Full	

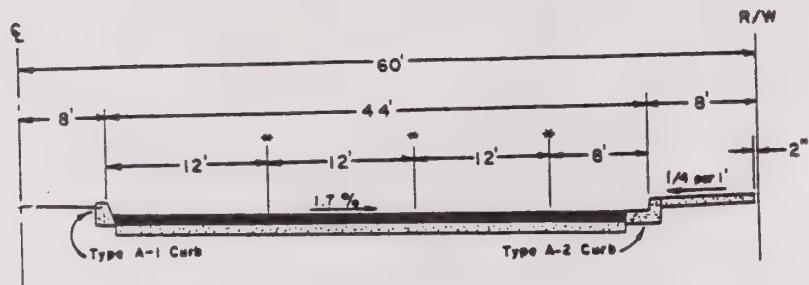
NOTES:

1. Thickness of pavement & base to be determined by soil test.
2. With minimums of 3'A.C. over 4'A.B.
3. For asphalt concrete, and aggregate base see STD. 100 sect. 2.
4. Type of curb determined by the City Engineer.
5. See STD. 202 for type A-2 curb and gutter.
6. See STD. 204 for type D curb and gutter.
7. See STD. 206 for sidewalk details.

* Requires specific approval by the City Engineer.

STREET CLASSIFICATION AND DEVELOPMENT STANDARDS

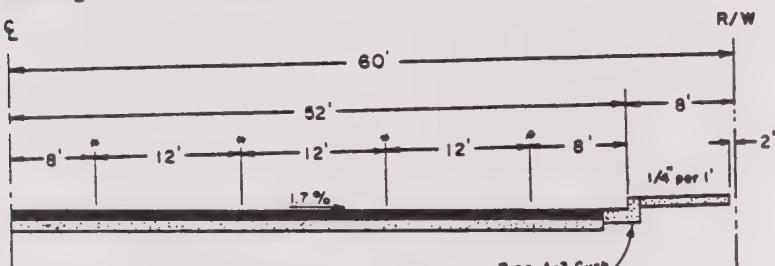
MAJOR HIGHWAY: The minimum right-of-way should include a six lane divided roadway.



NOTES:

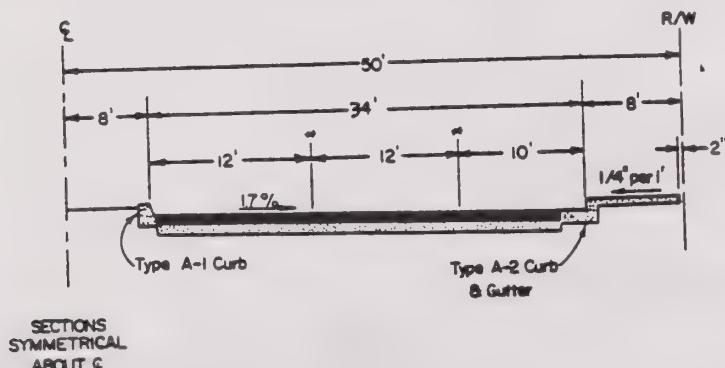
1. Design speed shall be 55 mph.
2. Thickness of pavement & base to be determined by Soil Test.
3. With minimums of:
Major Highway: 4"AC Over 8"AB
Service Road: 3"AC Over 4"AB
Islands: 2"AC Over Sterilized Soil or Landscaped with Sprinkler Systems.
4. For Asphalt Concrete, and Aggregate base see STD. 100 sect. 2.
5. See Std. 201 for Type A-1 Curb.
6. See Std. 202 for Type A-2 Curb and Gutter.
7. See Std. 206 for Sidewalk details.

* Longitudinal joint for finish course A.C.



ALTERNATE SECTION

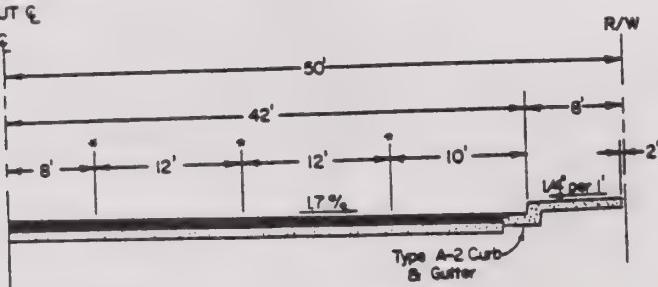
PRIMARY HIGHWAY: The minimum right-of-way should include a four lane divided highway or four lane painted median roadway.



NOTES:

1. Design speed shall be 55 mph.
2. Thickness of pavement & base to be determined by soil test.
3. With minimums of:
Major Highway: 4"AC over 8"AB
Service Road: 3"AC over 4"AB
Islands: 2"AC over sterilized soil or landscaped with sprinkler systems.
4. For asphalt concrete, and aggregate base see STD. 100 sect. 2.
5. See STD. 201 for type A-1 curb.
6. See STD. 202 for type A-2 curb and gutter.
7. See STD. 206 for sidewalk details.

* longitudinal joint for finish course A.C.

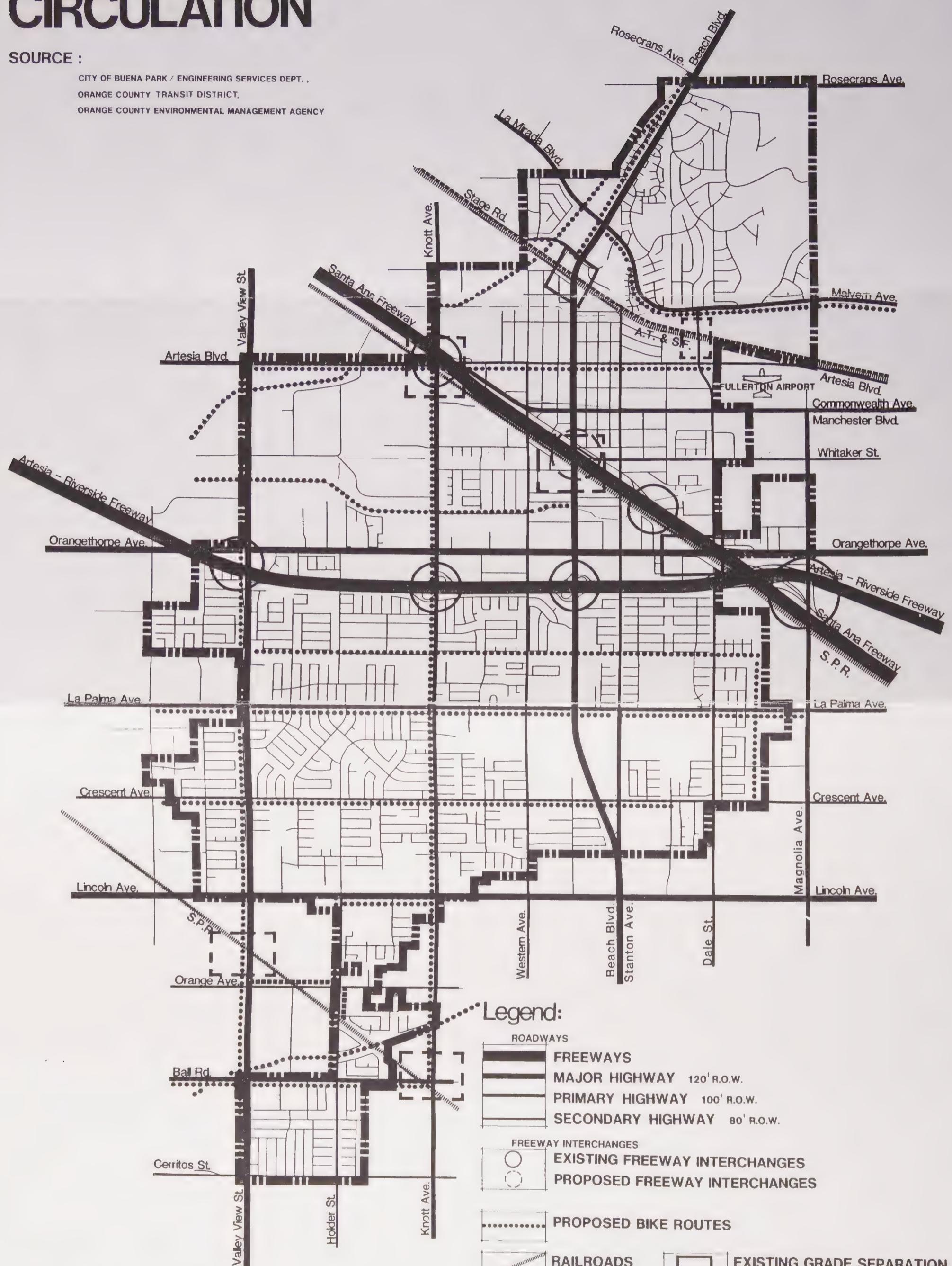


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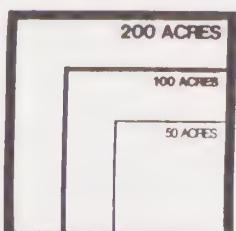
CIRCULATION

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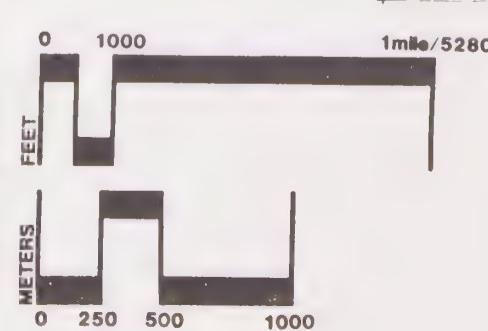
CITY OF BUENA PARK / ENGINEERING SERVICES DEPT.,
ORANGE COUNTY TRANSIT DISTRICT,
ORANGE COUNTY ENVIRONMENTAL MANAGEMENT AGENCY



THE SP GROUP
(Formerly Genge Consultants)



REVISED	RESOLUTION



SEISMIC SAFETY

1.0 INTRODUCTION

The Seismic Safety Element is primarily designed to develop policies which might reduce loss of life, injuries, damage to property, and economic and social dislocation in Buena Park resulting from earthquakes and other seismic events. The identification of these geologic hazards must be considered during the planning process for the location, type and density of future developments and/or programs affecting existing development.

1.1 Authorization

Government Code Section 65302(f) mandates each California City and County to adopt a Seismic Safety Element which includes the identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, ground shaking, or to ground failure.

It also must include an appraisal of other geologic hazards such as mud slides, landslides, slope stability, structural hazards, and possible inundation from dam failures. Additionally, the seismic Safety Element should provide plans and programs for emergency response.

1.2 Organization

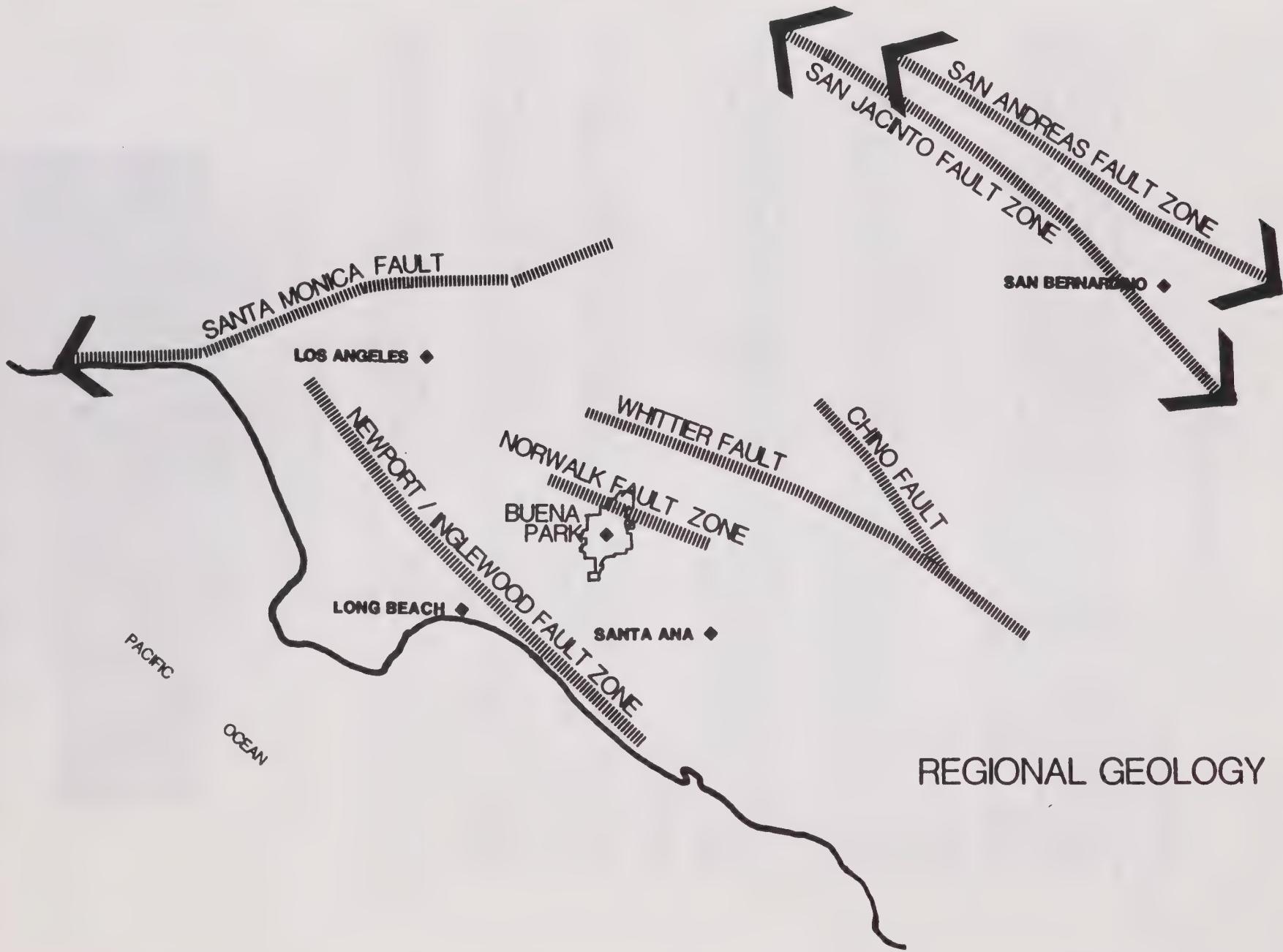
The Seismic Safety Element has been organized into five sections. Section 1.0 provides information regarding the purpose, authorization, scope and organization of the Seismic Safety Element.

Section 2.0 describes the existing geologic and seismic setting of Buena Park and the hazards associated with that setting, while Section 3.0 indicates the extent of potential problems or needs.

Sections 4.0 and 5.0 establish goals and policies and programs designed to enable the City to avoid, if possible, or to respond in an appropriate and efficient manner to geologic or seismic emergencies should they occur.



1933 EARTHQUAKE DAMAGE



REGIONAL GEOLOGY

2.0 EXISTING CONDITIONS

2.1 Seismic and Geologic Setting

The City of Buena Park is located within the Los Angeles Basin which, in turn, is situated in the coastal plain of the Peninsular Ranges Geomorphic Province. This area is characterized by elongated northwesterly trending ridges, valleys and structural features and is a seismically active area.

The ground surface of Buena Park is primarily an outwash plain formed by deposits of sediments from the Santa Ana, San Gabriel, Rio Hondo, and Los Angeles Rivers and Coyote Creek. The City can be generally characterized as gently sloping to the west and southwest, with the exception of Coyote Hills in the extreme northeast portion of the City. These hills consist of uplifted and dissected Pleistocene sedimentary deposits whose surface expression is that of gently rolling hills that rise 400 to 600 feet above the rest of the City. The majority of the terrain in Buena Park however can be characterized as flat outwash plain where slopes rarely exceed 20%.

Buena Park is in the vicinity of several known active and potentially active faults including the San Andreas, San Jacinto, Whittier-Elsinore, Newport-Inglewood, and Norwalk faults. The San Andreas fault system dominates all the fault systems which can potentially affect the City of Buena Park. It is located approximately 37 miles northeast of the City.

The full length of this fault system extends from about 800 miles north of San Francisco south to the Gulf of California. The Norwalk fault trends north/north-west and is inferred to run through Buena Park just south of the Coyote Hills area. Regional geologic features are shown in the Regional Geology Map.

2.2 Seismic and Geologic Hazards

Records of seismic activity within the area of Buena Park indicate that eleven earthquakes of varying intensities have occurred in the region since 1769 (Seismic Safety Technical Report, City of Buena Park, August 1973). The Huntington Beach earthquake of 1933, originating from the Newport-Inglewood fault, and the San Fernando earthquake of 1971, originating from the San Fernando fault, are two of the major earthquakes that have, in recent times affected Buena Park.

Considering the location of Buena Park with regard to active and potentially active seismic areas, it is expected that the City will experience further seismic activity in the future. Consequently, in order to protect public health and safety, it is essential to identify and appraise potential seismic and geologic hazards. These hazards can be classified into five major types, consisting of ground rupture, ground shaking, ground lurching, and ground failure, and dam failure.

The Environmental Constraints Map identifies and locates the potential seismic and geologic hazards within the City.

While this section provides an overview of the potential hazards, the J. H. Wiggins Seismic Safety Technical Report (1973), found in the City Planning Division library, discusses in detail the potential seismic hazards which Buena Park faces.

2.2.1 Ground Rupture

Ground rupture is the fracturing of the earth's surface along a faultline. Rupture can cause a ground surface displacement where utility lines, transportation facilities, buildings and other structures may experience severe structural damage.

Of the several active and potentially active faults, the Norwalk fault is of immediate concern due to its inferred location in Buena Park just south of the Los Coyotes area. The potential for future activity from this fault and others in the surrounding region is apparent from the history of seismic activity in the area which has occurred in recent years and also over geologic time. Other faults not yet detected could induce damage, although the extent of ground rupture from their potential faults is unlikely to exceed those major faults already identified on the Regional Geology Map.

2.2.2 Ground Shaking

The most significant earthquake action in terms of potential structural damage and loss of life is ground shaking. Ground shaking is the movement of the earth's surface in response to a seismic event. The intensity of the ground shaking and the resultant damages are a function of the magnitude of the earthquake, distance from the epicenter, and characteristics of surface geology. This hazard is the primary cause for the collapse of buildings and other structures.

It is generally understood that an earthquake does not in itself present a seismic hazard, but that it becomes a hazard when it occurs in a highly urbanized area. Therefore, the significance of an earthquake's ground shaking action is directly related to the density and type of buildings and number of people exposed to its effect.

Based upon the proximity to Buena Park of numerous fault systems previously identified and their history of seismic activity, there is little doubt that Buena Park will experience seismic shaking in the future. Also, the fact that Buena Park is a highly urbanized city indicates that a great potential exists for damage to structures and loss of life in the event of seismic activity.

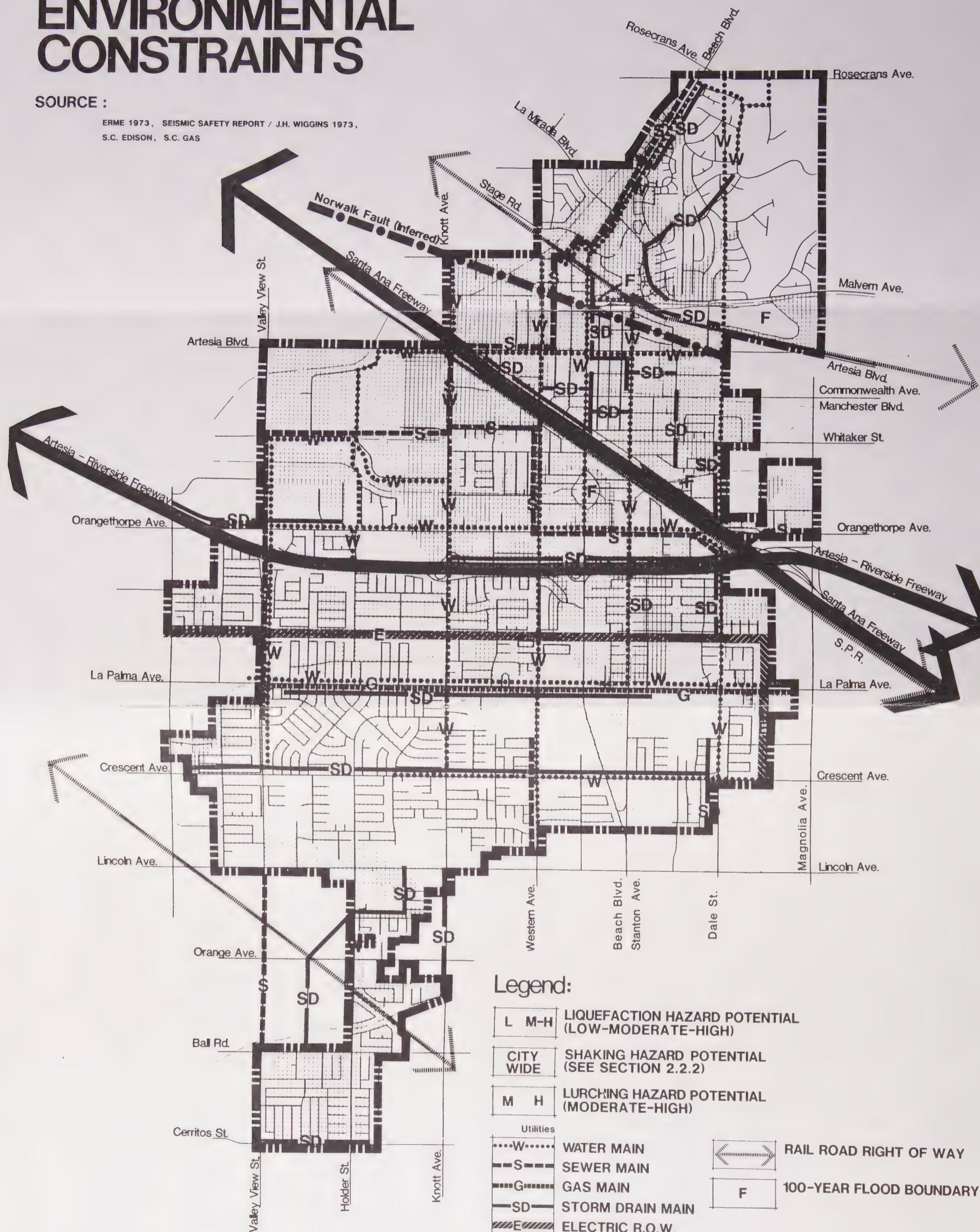
2.2.3 Ground Lurching

As earthquake waves travel through the surficial earth materials, these materials are stressed. If the amplitude of the earthquake waves is great enough, the earth materials may be overstressed and break. This phenomenon, known as lurching, or ground lurching, results in cracks, fissures and displacement in the ground at places other than directly along faults. Unconsolidated and poorly consolidated materials are most susceptible to lurching, but in areas of very intensive shaking, lurching can occur in bedrock. All areas within the City of Buena Park have a moderate or high potential for lurching.

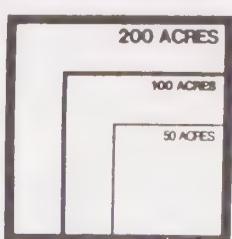
ENVIRONMENTAL CONSTRAINTS

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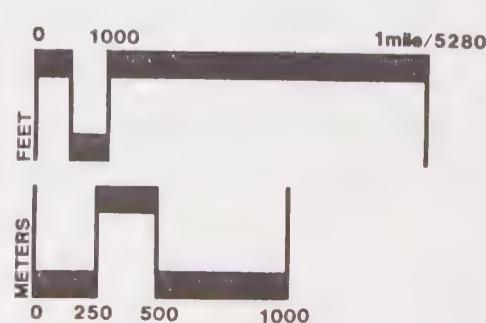
ERME 1973, SEISMIC SAFETY REPORT / J.H. WIGGINS 1973,
S.C. EDISON, S.C. GAS



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REVISED	RESOLUTION
200 ACRES	
100 ACRES	
50 ACRES	



2.2.4 Ground Failure

Ground failure is the inability of the earth to maintain its normal strength. It may be manifested in several ways, including liquification, differential compaction, subsidence, or unstable slopes and landslides. These typically occur because of ground shaking, but they can also be induced by other conditions.

2.2.4a Liquefaction occurs when ground shaking, seismic or otherwise, causes loosely consolidated saturated soils to lose cohesion and bearing strength, and respond as a fluid. Potential for ground failure through liquefaction is partially dependent on the depth of the water table. This may vary considerably from year to year in our area. The Environmental Constraints Map identifies those areas where liquification is a risk due to shallow water tables in conjunction with unconsolidated earth materials.

2.2.4b Differential compaction and subsidence may both result in settling, tilting or uneven land surfaces. Differential compaction may occur when mixed soils of varying densities settle at different rates, or when underground oxidation of organic materials such as those found in land fills or former marsh areas occurs. Subsidence is generally a result of the withdrawal of underground water or petroleum, either by pumping or by other diversions, which disrupts the maintenance of the fluid levels.

Neither differential compaction nor subsidence appears to be a significant potential hazard within Buena Park at this time.

2.2.4c Slope instability and landslides have not been documented within the City. Some natural and man-made slopes of 20% and greater exist in the Bellehurst area of the Coyote Hills. However, development practices have taken these into consideration and successfully mitigated potential problems. Most of the City's remaining planning area exhibits stable slopes of less than 15%.

2.2.5 Dam Failure

While there are no dams located within Buena Park, the Prado Dam and Brea Dam, which control the flow of the Santa Ana River and Coyote Creek, respectively, are both located close to regional fault lines. This increases the potential of their failure due to seismic activity which could result in flood disaster not only over a significant portion of Buena Park, but in several other Orange County communities as well. Flood hazards and control are more fully discussed in the Safety Element.

3.0

NEEDS

While earthquakes cannot be prevented nor accurately predicted at this time, it is possible to take appropriate actions which may reduce structural damage, loss of life and economic and social dislocation within the City of Buena Park should a major seismic event occur.

To achieve these aims, a risk level has been established within the City as that incorporated into the statewide Uniform Building Code. To be most effective in achieving this minimum risk level, land use designations and zoning categories need to complement the UBC standards by regulating the types and locations of land uses in seismically hazardous areas. The J. H. Wiggins Seismic Safety Technical Report, (1973) details the development of a minimum level of risk for the City.

Dam failure hazards need to be further addressed through coordination with the Orange County Flood Control District and the U.S. Army Corps of Engineers, Los Angeles District, to assure future flood control plans incorporate adequate seismic safety measures. In this way Buena Park can be sufficiently appraised of any potential hazard situations.

Finally, the existing City of Buena Park Emergency Plan should be reviewed and updated periodically to insure that it meets the changing needs of residents, transportation systems and public services during a major seismic event.



1933 EARTHQUAKE DAMAGE

4.0 GOALS

In order to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from earthquakes and other seismic events, the following goals have been established.

- 4.1 Recognize existing and potential seismic and geologic hazards to the community and implement programs to reduce potential impacts.
- 4.2 Maintain an emergency plan and contingency plans to protect public health and safety.



1933 EARTHQUAKE DAMAGE



1938 FLOOD DAMAGE

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the identified seismic and geologic hazards and needs and to satisfy requirements of the planning process, the City has set forth the following policies and programs.

5.1 POLICY

Reduce unacceptable levels of seismic risk by controlling land use and building design in identified fault zones and in areas where liquefaction, shaking and lurching are potential hazards.

- 5.1a Program: City's building and zoning codes should be periodically updated and revised where necessary to include appropriate technological advances in building construction and land use control methods.
- 5.1b Program: The use of an Environmental Impact Report as per CEQA guidelines should be required in areas where seismic hazards have been identified.
- 5.1c Program: Insure application of the standards of the Uniform Building Code to assure a minimum risk level is achieved.

5.2 POLICY

Reduce risks associated with a seismic event through periodic reviews evaluation of the Buena Park Emergency Plan.

- 5.2a Program: Coordinate emergency procedures and test drills with appropriate County and State agencies.

SAFETY ELEMENT

1.0 INTRODUCTION

The purpose and intent of the Safety Element is to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from fire, flood, other natural hazards and man-induced public safety hazards. The element is designed to identify areas where private and public decisions on land use need to be responsive to hazardous conditions. It further serves to inform individuals, firms and public agencies of Buena Park's policies on the type of land use permitted, how and where to build public facilities and which types of services should be provided.

1.1 Authorization

Government Code Section 65302 (i) requires each California city and county to include within its General Plan, a Safety Element which promotes the protection of the community from fires and other identified hazards.

1.2 Organization

The Safety Element has been organized into five sections. Section 1.0 introduces the element by stating its purpose, scope, State authorization and format. Section 2.0 provides a description of the major safety threats within Buena Park, including potential hazards due to seismic activity, fires, floods, airport disasters, or loss of utility lifelines. Additionally, Section 2.0 discusses the emergency contingency plan which is designed to be implemented in times of community-wide disasters.

Section 3.0 identifies those areas where the City might need to enhance its ability to prevent or respond to existing or potential hazards.

Sections 4.0 and 5.0 state goals, and policies and programs, respectively, which have been drawn from the intent and discussions of the previous sections.

2.0 EXISTING CONDITIONS

The highly urbanized landscape of Buena Park is susceptible in varying degrees to natural and man-made safety hazards which generally fall within four major categories. These include fire hazards, flood hazards, airport disasters, and loss of lifelines.

2.1 Fire Hazards

Fires and their associated damages and losses occur on an infrequent basis within Buena Park. Nevertheless, several conditions can be identified as presenting potentially serious threats to property and the well-being of the community and its citizens.

Significant fire damage is likeliest to occur in areas of industrial development where industrial chemicals and fuels are used and where these substances are stored or transported. This threat has been substantially mitigated within Buena Park by stringent design requirements within the Industrial Park.

Additional fire hazards exist where older structures do not meet existing fire codes. These buildings often have open stairwells, substandard electrical wiring or faulty heating systems. Common examples of fire hazardous buildings are older, multi-storied structures. In general, the most common occurrence of older structures, potentially hazardous due to outdated wiring and heating systems, are located within the Central Business District and nearby areas.

Single family detached homes form the major portion of the housing stock in Buena Park. Fires occur more frequently in private homes for a variety of causes, human carelessness being chief among them. Access for fire fighting equipment to these areas is a major concern.

Another threat to fire safety involves all of the non-structural items found in buildings, especially residences. These items include home furnishings, office equipment, synthetic fibers, plastics, household products and appliances. Two dangers of fire safety involve lack of knowledge about materials which are combustible and product or structural designs which increase fire risk.

Potentially hazardous utility facilities encountered in Buena Park include buried gas lines and overhead electrical power lines. While the normal construction of utility lines provides a good degree of safety, gas lines can break (related to seismic hazards) and power lines can come down. They should not be overlooked, as they can become fire hazards, the potential for which are worsened during Santa Ana wind conditions.

Major earthquakes, less likely to occur than a man-induced event, can rupture gas lines or storage tanks, causing severe explosions and fire over a widespread area. Thus, design and placement of facilities should be responsive to policies and programs found in the Seismic Safety Element.

2.2 Flood Hazards

In 1938, the Santa Ana River flooded, inundating much of Orange County and Buena Park, causing almost 22 million dollars in damage. Immediately after that event, flood control measures were implemented in an attempt to reduce flood hazards in the future. Prado Dam was constructed with a design capacity for a 200 year flood event to control floods along the Santa Ana River. Flood control channels were constructed from natural drainage corridors throughout the Santa Ana River flood plain as another control measure. Today, all natural streambeds within Buena Park have been channelized for flood control.

The Brea Dam controls the flow of Coyote Creek which services the storm drain system of Buena Park along with Carbon Canyon Creek, Fullerton Creek, and Brea Creek flood control channels.

Despite the extensive flood control measures taken, other major floods in the County caused 85 million dollars worth of damage in 1969, and 6 million dollars of damage in 1971. One of the major contributing factors in these flood events was the rapid increase in urbanization within the County since 1938. The urbanized landscape reduces the natural infiltration capacity of land by increasing the amount of impervious surface and, as a result, increasing the amount of runoff which must be carried by flood control channels.

Dam failure as a result of a seismic event holds real potential for flood disaster in Buena Park. Prado and Brea Dams are both located close to regional faultlines, increasing the potential for their failure due to seismic activity.

Although the entire City is vulnerable to storms, that section of the City situated on the Downey Plain represents the only area subject to serious flood damage. Certain areas of the Downey Plain are subject to flood hazards related to the drainage system and Orange County Flood Control facilities. There may not be enough storm drainage facilities in the City, due in part to the fact that at the time when the flood control channels were designed and constructed, the heavy urbanization which now exists in Orange County and Buena Park was not anticipated. Secondly, not all of the flood control channels in Buena Park are concrete; some are earth fill which lends itself to lateral erosion during times of heavy flow. Thirdly, the City lies near the terminus of the three major drainage areas of the Brea, Fullerton and Coyote Creek flood control channels, making it a major catchment area during times of heavy flooding.

The Hydrology Map shows the locations of the flood control facilities within the City and the extent to which a 100 year flood event would inundate the land area.

2.3 Airport Disasters

At present, there is no commercial air facility located in Buena Park. However, the Fullerton Municipal Airport, located contiguous to the city limits of Buena Park, utilizes air space over a portion of the City as its major flight path to and from the airport. The airport registers between 250,000 and

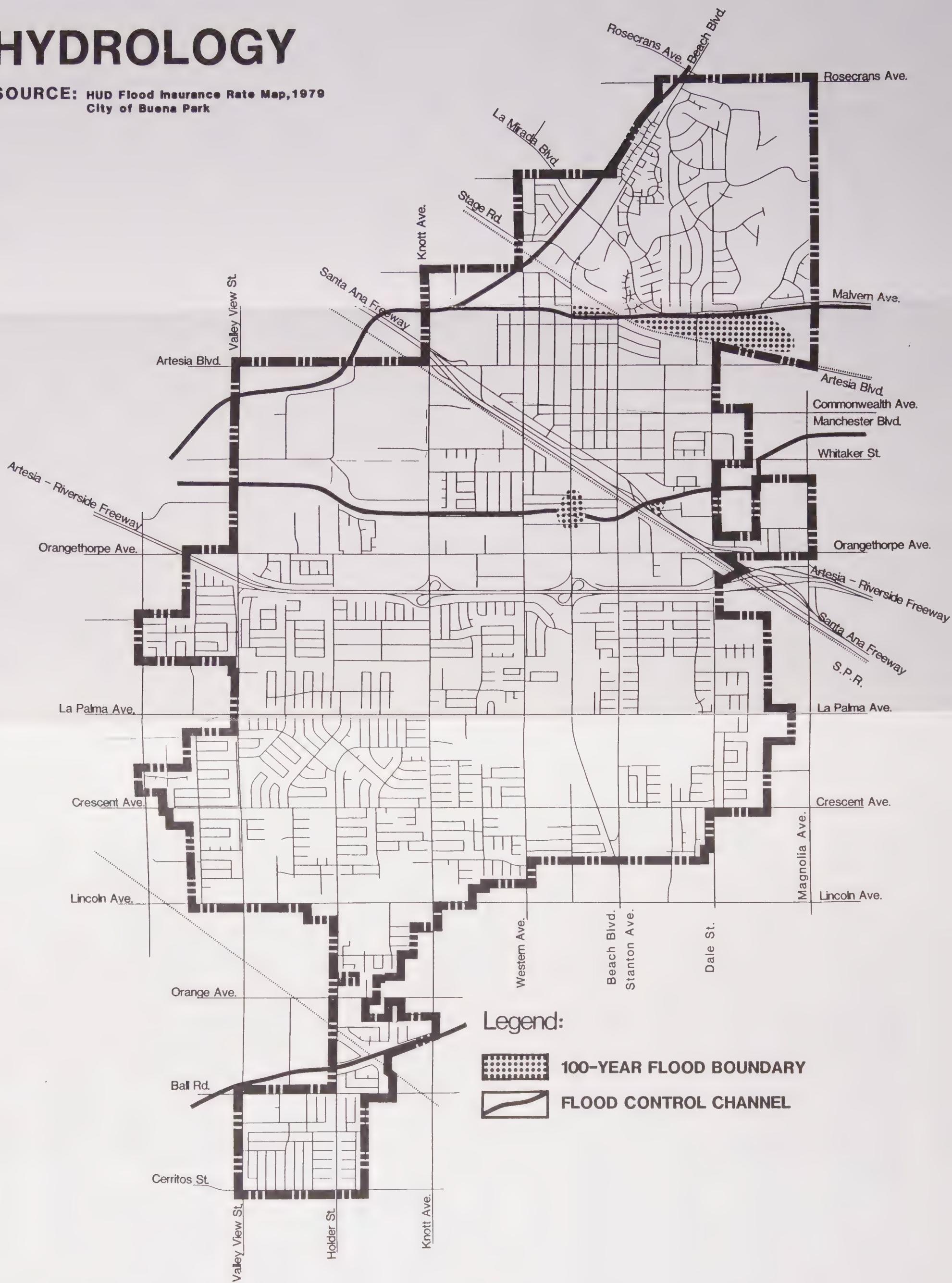


1938 FLOOD DAMAGE



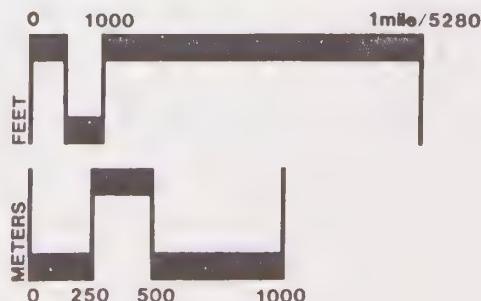
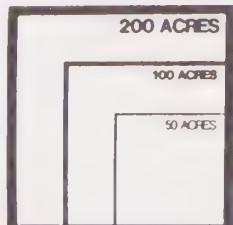
HYDROLOGY

SOURCE: HUD Flood Insurance Rate Map, 1979
City of Buena Park



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290,000 annual operations, of which 90% are in the private aviation category and 10% are in the commercial aviation category. The locally based flight schedules are regulated by municipal officials of the City of Fullerton.

The airport's capacity is limited by the 500 ground plane parking spaces and the three runway positions. Any proposed airport expansion will be modified by aviation noise and safety requirements on a regional and site specific basis. Existing noise impacts are discussed in the Noise Element. Land uses in Buena Park that are adjacent to the airport are a mix of residential, vacant and manufacturing uses, and thus carry varying degrees of potential for loss of life and property. The City of Fullerton owns a parcel of land in Buena Park adjacent to the airport which functions as an airport clear zone.

The aircraft control tower of Fullerton Municipal Airport operates only between the hours of 6:00 A.M. and 10:00 P.M., effectively cutting down on air traffic during the late evening and early morning hours.

The entire City is vulnerable to crash impacts because once a craft has left the take-off pattern, which extends in a band for approximately two city blocks in airspace southwest of the airport, the plane is free to travel in any direction it desires over Buena Park.

A Citizens' Airport Advisory Committee has been formed in a cooperative effort between Buena Park and the City of Fullerton. The Committee is actively meeting to make recommendations for mitigation of safety and noise impacts and location of land uses which would be most compatible with potential airport impacts.

Noise levels associated with the airport are illustrated on the CNEL Map in the Noise Element.

2.4 Loss of Lifelines

During times of community-wide emergency, utilities and facilities which must be available to residents are potable water supplies, power sources, sewage treatment and transportation routes. Additionally, communication systems must be maintained to coordinate intercity emergency procedures, as well as for coordination with regional communities.

In addition to the following descriptions and identifications, Buena Park's "lifelines" have been located on the Environmental Constraints Map in the Seismic Safety Element.

- 2.4.1 Water Supply - 60% of the potable water used in Buena Park is provided by nine municipal wells. Almost all of the remainder is supplied by water from northern California, distributed by the Metropolitan Water District through the Municipal Water District of Orange County. A reservoir, located outside the northeast city limits, has enough capacity to serve Buena Park's population for approximately one week.
- 2.4.2 Electric Power - Buena Park is served by Southern California Edison for its electric power needs. The utility owns a right of way for a 220 volt high tension line which runs east/west across Buena Park between Orangethorpe and La Palma Avenues. Power substations are located just outside of the city limits to the east and west.

2.4.3 Natural Gas - The Southern California Gas Company provides the natural gas supplies to Buena Park. Transmission lines are buried, with the major supply line running parallel to La Palma Avenue. High pressure distribution lines and regulator stations are also located in Buena Park.

2.4.4 Transportation - Major surface transport routes, as described in detail in the Circulation Element, are:

- o Santa Ana and Artesia Freeways;
- o Beach Boulevard, Valley View Street, Lincoln Avenue and Orangethorpe Avenue.

2.4.5 Sewage Treatment - Domestic, commercial and industrial wastes are collected via trunk lines and pumped to Fountain Valley, the location of the Orange County Sanitation District treatment plant. No pretreatment of industrial wastes is required in Buena Park because at this time effluent from discharging industries within the City do not contain incompatible materials.

2.5 Emergency Response

The City of Buena Park Emergency Plan designates appropriate responses on the part of City departments in times of disaster.

The Police and Fire Departments have been delegated major responsibilities in carrying out the Emergency Plan. All City departments, including Public Works, would have to implement emergency procedures to keep streets clear, coordinate with utility companies, and provide an array of emergency services to residents.

The maintenance and expansion of safety programs in the future may or may not require some public financing. Costs to individuals may increase in the form of construction costs due to stringent building standards, and in the form of hazard prevention costs due to landscaping and services. Thus, with increased safety measures and standards, costs of housing and services may rise. However, these may be more than off-set by cost savings realized by decreased property losses from fire or floods and favorable insurance rates.



3.0 NEEDS

While it is not possible to create an environment free from safety hazards, steps can be taken to assume an adequate level of risk for citizens and property. This can best be accomplished by having a population which is aware of the hazards, and also of actions which might reduce or eliminate them. In addition, those agencies within the City whose responsibility it is to further the health and well-being of Buena Park's residents need to continue striving for readiness in implementing any preventative or emergency actions which might be required.

3.1 Fire Hazards and Safety Needs

Efforts at improving fire safety have traditionally been divided into two areas comprising fire response and fire prevention. Buena Park's fire response procedures are judged to be very adequate by the Fire Marshall; however, fire response procedures need to continue to be periodically updated. Present measures to prevent fires are primarily addressed through Building and Fire Code Regulations and fire prevention education programs. Both Building and Fire Codes are inhibited by legal restrictions on making random periodic inspections of single-family residences except under very limited circumstances. Fire codes established for the industrial park have proved quite effective. To assure protection from fire hazards the City needs to continue to utilize application of the Uniform Building Code and Uniform Fire Code for all new development or redevelopment within the City. Additionally, all development proposals should be reviewed for adequacy of the vehicle access and water facilities.

Special considerations, as outlined in the Historic Preservation Element, need to be given to structures of historic significance which do not meet fire code standards.

3.2 Flood Hazards and Safety Needs

To insure flood protection features such as storm drains and flood control channels are adequate within the City, coordination with the Orange County Flood Control District needs to be ongoing.

Since it is not feasible to remove existing development from flood hazard areas, new development and redevelopment should incorporate building and site planning features which reduce flood damage risks. This should include continued participation in the National Flood Insurance Protection Program and continued application of special requirements as set forth in the Building Code for flood-prone areas.

3.3 Airport Safety Needs

The City needs to pursue a coherent direction in terms of designating appropriate land use and potential safety hazards to assure mitigation of airport disaster impacts.

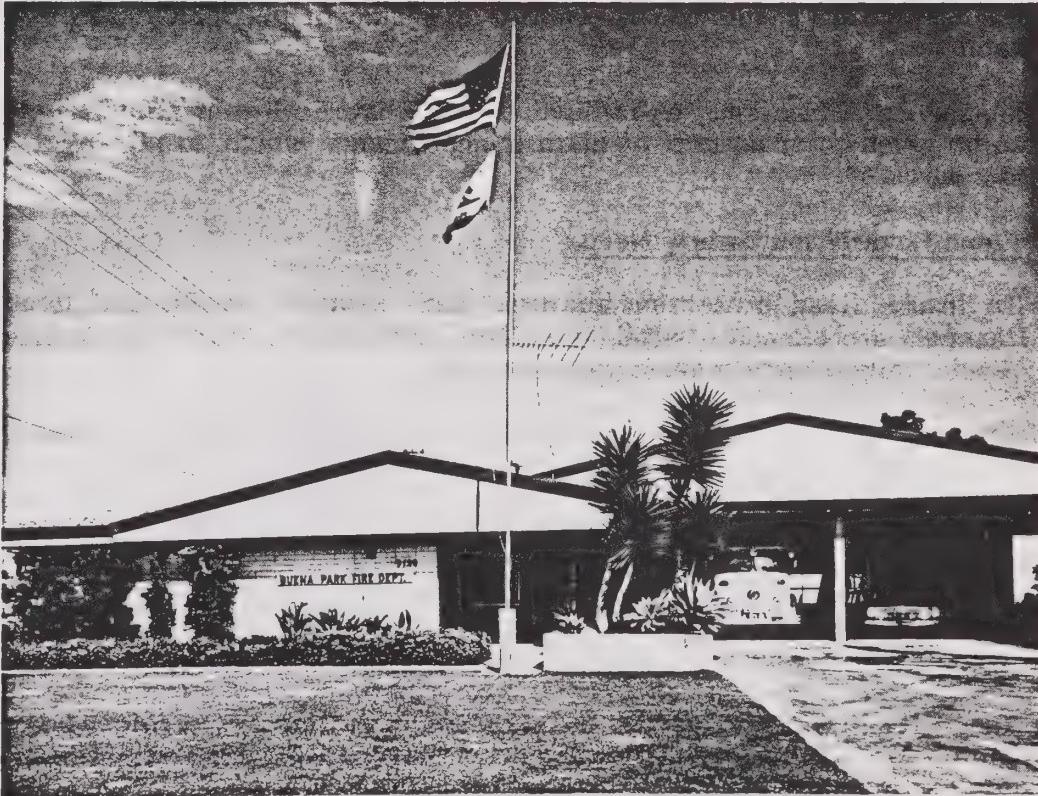
To achieve this, the City needs to consider the recommendations established by the Citizens' Airport Advisory Committee and pursue their implementation. This is a reasonable course, as the Committee has studied the problems associated with Fullerton Municipal Airport in a cooperating effort with the City of Fullerton and the City of Buena Park.

3.4 Lifelines

Any urbanized community is highly dependent on its utility and service lines. Disruption of one or a combination of these lifelines can lead to elimination of essential services to residents, and, in the worst case, to loss of human life.

City emergency facilities as outlined in the City of Buena Park Emergency Plan are focused on the Civic Center, which is in an area subject to possible flooding, ground shaking and temporary isolation from the rest of the City. Spread throughout the City are other facilities important to public safety and rescue work such as schools, fire stations and churches, but a recent analysis of the structural safety of fire stations and churches has not been made, and it is not known if they stock emergency supplies.

It is clear that the Emergency Plan needs to be periodically reviewed by City departments, and updated, where appropriate, to meet the changing conditions of the community and to maintain a state of preparedness.



4.0 SAFETY GOALS

In an attempt to ensure a high level of safety from hazards for the community and residents of Buena Park, the following goal has been established.

- 4.1 Reduce the potential for loss of life and property in Buena Park from floods, fires, airport disaster, or loss of essential services by mitigating hazards where possible, and by maintaining an optimum state of preparedness in the event of a community wide disaster.



5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the identified safety hazards and needs, and to satisfy the requirements of the planning process, the City has set forth the following policies and programs.

5.1 POLICY

Cooperate and coordinate with the Fire Department and water companies to ensure adequate water flow capabilities throughout all areas of the City.

- 5.1a Program: Require adequate vehicular access, water supply and pressure for fire protection for all proposed development and redevelopment within the City.
 - 5.1b Program: All proposed development and redevelopment shall satisfy the structural fire protection standards contained in the Uniform Building Code and in the Uniform Fire Code.
-

5.2 POLICY

Ensure acceptable risk levels to structures and land uses which are appropriate for flood hazard areas.

- 5.2a Program: Require special design features for structures located in the 100 year flood plain through application of the City's Building Code.
 - 5.2b Program: Continue participation in the National Flood Insurance Protection Program.
-

5.3 POLICY

Strengthen coordination between City officials and other agencies that provide disaster relief.

- 5.3a Program: Undertake periodic updates as appropriate of the City of Buena Park Emergency Plan.
- 5.3b Program: Periodic combined disaster exercises should be held by all city departments and related state and federal agencies.
- 5.3c Program: Undertake a program to disseminate public information on potential hazards and proper courses of action during an emergency situation.
- 5.3d Program: Develop a system of functional pedestrian ways and bike paths to interface with the vehicular circulation system that can be utilized in a citywide emergency to link the City's neighborhoods, schools, parks, employment and shopping centers.

SAFETY

5.4 POLICY

Ensure proper planning around the Fullerton Municipal Airport, in conjunction with the City of Fullerton, to assure compatible land uses and adequate safety requirements.

- 5.4a Program: Consider recommendations set forth by the ongoing cooperative airport planning effort now being undertaken by the City and the City of Fullerton through the Citizens' Airport Advisory Committee.
-

5.5 POLICY

Cooperate and coordinate with the railroad companies to ensure adequate emergency disaster plans are operational.

- 5.5a Program: Review periodically, levels of use and safety measures implemented by the railroads.
-

CONSERVATION ELEMENT

1.0 INTRODUCTION

The purpose of the Conservation Element is to identify the community's natural and man-made resources, and to encourage their wise management in order to assure their continued availability for use, appreciation, and enjoyment.

1.1 Authorization

Government Code Section 65302(d) mandates each city and county in California to adopt a conservation element which is intended to provide direction for the conservation, development, and utilization of resources, including water and its hydraulic forces, forests, soils, rivers and other waters, plant and animal life, minerals, and other resources where applicable.

1.2 Organization

The Conservation Element has been organized into five sections. This section introduces the Element and provides information regarding authorization and organizational format.

Section 2.0 describes the types, locations, and extent of resources found within Buena Park including geology, landforms, soils, fossils, hydrology, domestic water supply, plant and animal life, and air quality.

Section 3.0 identifies the needs or problems associated with the management of Buena Park's resources. In turn, these needs provide the basis for the establishment of the goals and policies and programs set forth in Sections 4.0 and 5.0, respectively.

2.0 EXISTING CONDITIONS

The City is a heavily urbanized area and, as a result, native wildlife, minerals and plant materials have been almost totally eliminated. Soils have been disturbed to make way for housing, transportation and other types of development. All existing fresh water streams have been channelized.

2.1 Geology

The geology and subsurface features of Buena Park are sedimentary rock of the Cenozoic Quaternary Age. This rock structure was developed within the last one million years, indicating a rather recent geologic formation. The rock strata underlying Buena Park was created as a result of the compaction and cementation of various rock sediments over thousands of years, thus its sedimentary designation.

2.2 Landforms

Buena Park is divided into two distinctly different areas of geomorphology known as the Downey Plain and Coyote Hills (foothill region). The Downey Plain is an alluvial plain formed as a result of stream deposits from the Los Angeles, Santa Ana and San Gabriel Rivers. These deposits are a composition of slightly weathered unconsolidated and semi-consolidated alluvial soils. The Downey Plain is representative of most of the City's land form which is characterized by a very level surface gradient. In contrast, the Coyote Hills, or foothill region, of Buena park was created from a series of earth movements, producing elevations of 400 to 600 feet. These variations in elevations are limited to the northeast portion of the City.

2.3 Soils

Generally, the soils found in Buena Park are highly fertile in both the Downey Plain and Coyote Hills areas. The Downey Plain soils, referred to as valley fill, are fine-grained clays, sands and sandy loam. The soils of west Coyote Hills are more coarse and comprised of pebbly sandstone, mudstone and shale. The Soil Conservation Service (SCS) has classified soils in Buena Park as Class I, Class II and Class VII. Class I land is very cultivable, nearly level, with deep soil, very little erosion, and suited for a wide variety of crops. Class II land is similar to Class I with a few limitations, and Class VII, generally found in the foothills where erosion or slope failure may be a concern, is best suited for grazing.

2.4 Fossils

Fossils are hardened remains or traces of plant or animal life from some previous geologic period which have been preserved in the earth's crust. Resources of important scientific and historic value are located within the City of Buena Park. One such resource, the Emery Borrow Pit, is located in the southwest portion of Coyote Hills. Authorities have determined that this fossil resource is second only to the La Brea Tar Pit in paleontological significance within the region.

2.5 Watersheds and Hydrology

The hydrological characteristics of the watersheds within Buena Park have been markedly changed through urbanization. All existing freshwater creeks in Buena Park are channelized. The major drainage course within the City is Coyote Creek, into which flow Brea Creek, Fullerton Creek and Carbon Canyon Creek. Coyote Creek, in turn, flows into the San Gabriel River which enters the Pacific Ocean just north of Seal Beach. In terms of watersheds, Carbon Canyon Creek drains the Chino Hills; Fullerton and Brea Creeks drain the Puente Hills; while Coyote Creek drains the La Habra Basin area. Control over the creeks in Buena Park, which are generally referred to as flood control channels, is exercised by the Orange County Flood Control District.

Many of the channels are concrete drainage ditches with maintenance roads within the rights-of-way. Other drainage channels are ditches supported by metal or wood logs to prevent side-slope failures.

Hydrologically the City of Buena Park can be divided into eight areas. Each has a system of drainage pipes that takes water from street mains along arteries and, in turn, leads to open drainage channels at different points. The City administers and maintains the underground pipe system.

Even with these flood control measures, portions of Buena Park would be inundated by a 100-year flood event as shown on the Hydrology Map in the Safety Element. Development within Buena park has occurred across a portion of this 100-year flood plain, thus potential hazards to life and property exist. Flood hazards are further discussed in the Safety Element.

2.6 Domestic Water

There are several agencies that administer and control domestic water flow and its quality within Buena Park. They include the City of Buena Park, the Orange County Water District (OCWD), the Municipal Water District of Orange County (MWDOC), and the Metropolitan Water District (MWD), as well as private water companies. Presently 60 percent of domestic water is provided by underground wells through a chain of pumps maintained by the City of Buena Park. About 40 percent of the City's water is provided through three connections with the Metropolitan Water District. The Municipal Water District of Orange County enters into an agreement with Metropolitan Water District for direct water connections in Buena Park. The Municipal Water District of Orange County also provides the Orange County Water District with water supplies which are used for groundwater basin replenishment and are, in turn, used for wells in Buena Park. The main purpose is, through a cooperative effort, to maintain a good underground water supply. In addition, the flood control district in Orange County traps some runoff water in retarding basins for the purpose of replenishment of the underground water basin. Continuing and expanding this practice is a prerequisite to maintaining future groundwater supplies.

Internally, the City and a private company are involved in the retail sale of water. In addition to the City the Southeast and Southern California Water Company is involved in the retail sale of water directly to its clients.

The rate of population growth in Buena Park has been relatively stable over the past 10 years and it is expected to increase at a small annual rate. (See population section of the Housing Element). This projected growth rate will place only a slight increase in demand for water. In addition, conservation measures such as the use of reclaimed water for irrigation of non-food production areas (parks and other greenbelt areas), the use of small tank toilets, volume reduced showerheads and lavatory faucets serve to reduce total needs. Future water requirements are investigated by the different water agencies and annually updated. These studies are forwarded to the Metropolitan Water District for scheduling, prioritization of supply, and construction of facilities.

The MWD, which supplies 40% of Buena Park's water, is currently receiving water from two sources, the Colorado River and the East Branch of the State water project. Legislated reductions in the amount of water California can take from the Colorado River is soon to take place, thus the statewide supply system must respond. To achieve adequate water supplies, the "Peripheral Canal" has been proposed to bring more water from Northern California into the southern California system. It is anticipated that the MWD will, in the future, receive a significant amount of its supplies from this proposed supply system.

2.7 Plant Life

The urbanization of Buena Park has resulted in the almost total elimination of its native vegetation. Prior to urban development, the area which includes Buena Park contained three native plant communities: Grassland; Coastal Sage-Scrub; and Riparian (plants occurring along stream areas). Today, most of these native plant communities have been replaced or displaced by introduced ornamental species and man made structures. Most open space areas that remain have been highly disturbed through agricultural activities, planting for recreational uses and other human intrusion.

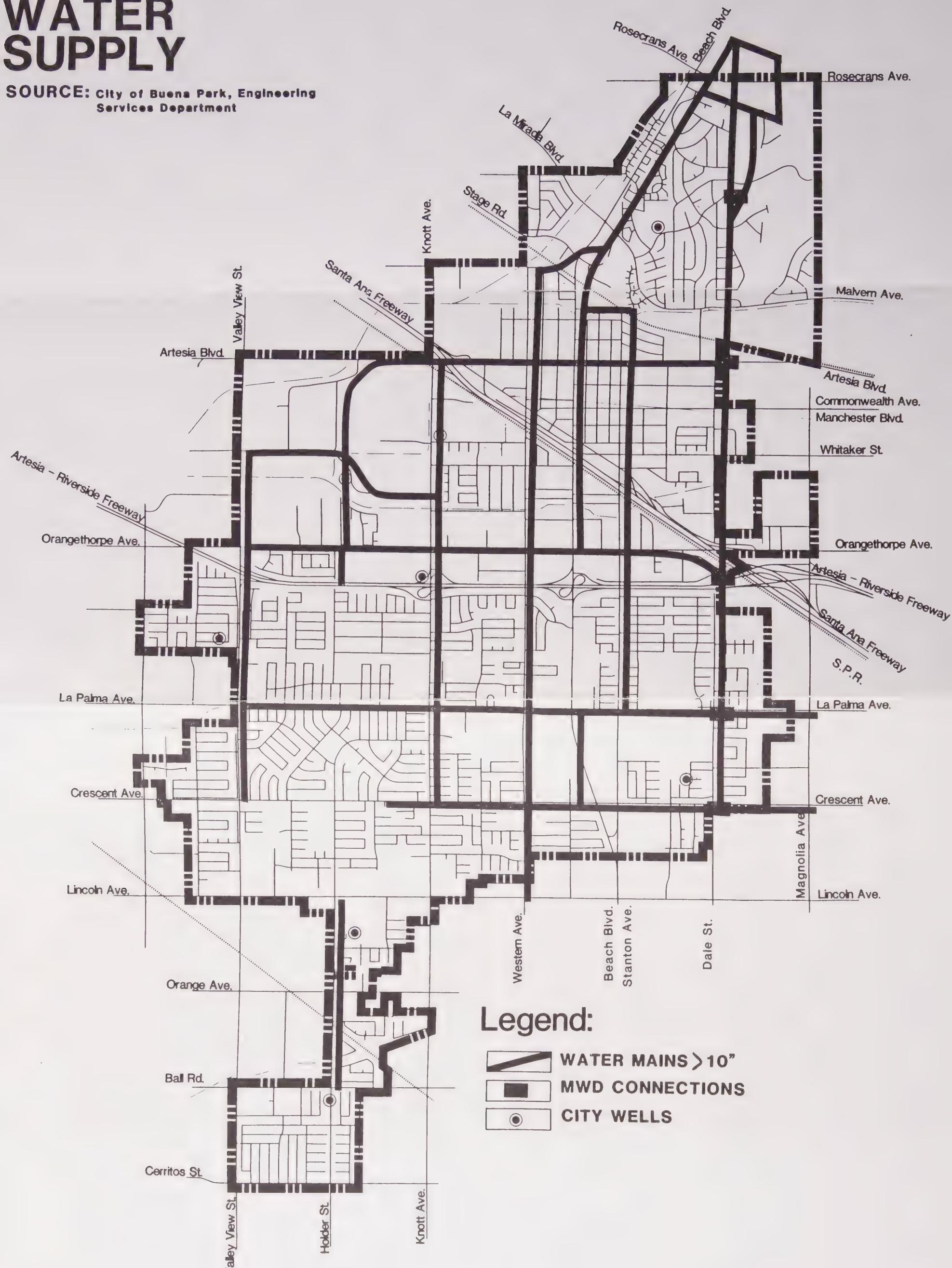
In conjunction with its paleontological value discussed earlier, the Emery Borrow Pit area of the Coyote Hills contains the only remaining native vegetation communities within the City. This area, where agricultural or development activities have not occurred, is dominated by plants from the Coastal Sage-Scrub community. This makes it valuable not only for itself, but also because it provides a habitat for the native wildlife.

The opportunity for native riparian vegetation has been drastically reduced due to the channelization of the fresh water creeks for flood control purposes. Likewise, the native grassland vegetation has given way to urban development and ornamental or other exotic plant life.

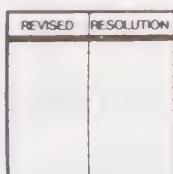
Buena Park has benefited from introduced plant materials used in landscaping and city planting programs. These plants moderate heat, help improve air quality, and provide visual relief from the hard materials of the urban environment. Recognizing the need for improved planting with the City, Buena Park has adopted a Median Planting Master Plan which, among other aims, sets forth appropriate plant materials for streetscape use. The Historic Preservation Element identifies the Bacon Avocado and some California Pepper trees as being significant specimens, and the Technical Appendix lists the more prevalent plant species to be found within the City.

WATER SUPPLY

SOURCE: City of Buena Park, Engineering Services Department



THE SP GROUP
(Formerly Genge Consultants)



2.8 Animal Life

In an urban environment, the scattered islands of native vegetation are extremely important in providing a habitat for displaced wildlife. Introduced plants can sometimes replace the original vegetation as a source of food and shelter to animals. In the City of Buena Park are several such islands. The most notable is the portion of the City that includes the West Coyote Hills. Part of this area, proposed for a regional park, is covered with Coastal Sage-Scrub which is an excellent wildlife habitat. The shrubs provide cover and an abundant supply of seeds and berries. Birds such as the California quail, brown towhee, and California thrasher forage in the leaf litter for insects and seeds, and smaller birds, such as the ruby-crowned kinglet and bushtit, pick insects off the leaves and branches. Wood rats, rabbits and mice are the most abundant mammals, and are controlled by nocturnal and avian predators such as coyotes and red-tailed hawks. The area does not support any of California's endangered or rare species. The activities of the oil industry have undoubtedly driven many animals from the reservoir site by disturbing their habitat; however, the Coyote Hills area has still retained much of its original vegetation and wildlife, and as such, is a valuable natural resource.

The portions of Brea Creek and Fullerton Creek that have been left as earth channels are other islands for wildlife. The dense Riparian vegetation attracts numerous species of birds that do not normally inhabit urban areas. The common egret and green heron are examples of birds that generally avoid human activity, but have been seen along vegetated flood control channels in the area. Mammals are attracted to the channels, but infrequently, because they are not as mobile as birds. The channels also support frogs, salamanders, crayfish, and the mosquito fish planted by the Mosquito Abatement District.

In other areas of the City, agricultural and urbanization practices have expunged virtually all of the original grassland animals. Some mammals, such as the harvest mouse, can survive in an urban environment, but are eventually replaced by species that are better adaptd to living with humans, such as the house mouse. In the same manner, the Grassland birds such as meadowlarks, vesper sparrows, and burrowing owls, are replaced by urban birds such as house sparrows, house finches, and starlings.

A list of the more prevalent animal species can be found in the Technical Appendix.

2.9 Air Quality

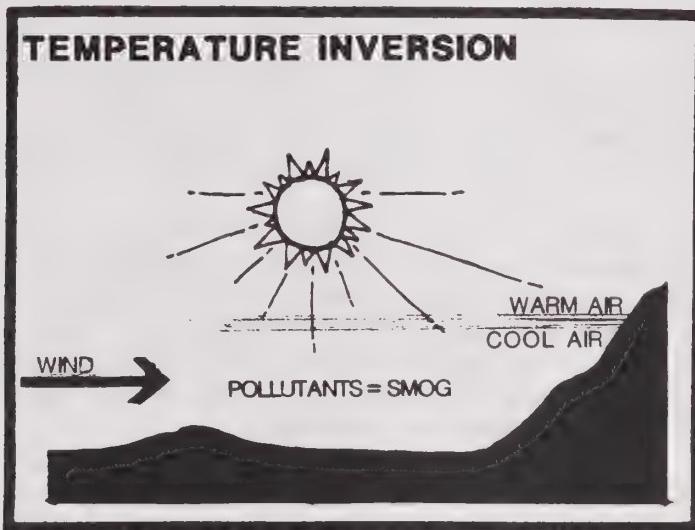
Air pollution is the presence of substances in the air in quantities that exceed natural levels and are detrimental to the community. Air pollution can cause direct impacts on human health, cause poor plant growth, accelerate deterioration of building materials, or impact aesthetic appreciation. Pollutants are generated by both stationary sources and emissions from vehicles.

Within Buena Park generation of air pollutants is dominated by emissions from automobiles. Little impact on air quality is generated from industrial sources within the City.

Air quality within Buena Park is fair, compared to the rest of the basin. Days of poor air quality are not uncommon during the summer season due to stagnation of flushing winds and formation of temperature inversions.

Regional wind patterns of South Coast Air Basin control the dispersion of pollutants within Buena Park. Air quality within the City is highly influenced by pollutant sources of the more industrialized areas in Los Angeles County to the northwest and their concomitant vehicular traffic. Thus air quality within Buena Park is, for the most part, determined outside the Buena Park community. As a result, pollutants not generated within the City have the strongest impact on the health and well being of its residents.

The greater Los Angeles air basin, in which Buena Park is located, is well known as a closed basin. Thus, the basin is susceptible to temperature inversions. The hills and mountains surrounding the population centers form natural barriers to air, and thus pollutant, movement. Given the reduced ability of the basin to have a free exchange of air, pollutants tend to be locally concentrated as they are generated each day. Air pollution is worst when a layer of warmer air settles on top of a layer of cooler air, blocking the vertical movement of air and pollutants. This is a temperature inversion. The addition of sunlight to this system creates photochemical smog that is confined near the ground, steadily increasing the pollutant concentrations.



This set of circumstances holds the greatest threat to human health and well being in Buena Park. The climate conditions of the summer season create the most potential for temperature inversions and this is when most occur. The following figure illustrates the structure of a temperature inversion.

2.9.1 Types of Air Pollution

The following discussions and data were taken from the October, 1980 Air Quality Handbook produced by the AQMD. Data collected at the Los Alamitos Air Quality Station was used to portray the air quality conditions in Buena Park.

- 2.9.1a Carbon monoxide is produced by combustion of fossil fuels. The major source impacting Buena Park is that produced by the internal combustion engine used by automobiles. State standards for carbon monoxide were not measured at the Los Alamitos Station in 1979. Impacts associated with Carbon Monoxide in air quality can be expected along commuter travel routes within the City including the freeways, Beach Boulevard, Valley View Street, and other major trafficways.
- 2.9.1b Sulfur dioxide is emitted into the atmosphere from stationary industrial sources and has a distinct pungent odor. Sources affecting Buena Park are located outside the City in the heavily industrialized areas of Los Angeles County. The State air quality standard for SO_2 was not violated at all in the area in 1979.
- 2.9.1c Nitrogen dioxide is a brown gas produced predominantly by motor vehicles. During 1979, nitrogen dioxide measurements were not taken at the Los Alamitos station. In 1978, State Standards were violated ten days.
- 2.9.1d Lead in the atmosphere comes almost entirely from emissions caused by the combustion of gasoline. It is characteristically a small percentage of total particulates in the air. In 1979 the State standard for lead was exceeded for three months in the Buena Park area.
- 2.9.1e Particulates are generated by both natural and man-made sources including dust, smoke, sea salt, soil particles and emissions from industries and vehicles. Depending on their size and weight, particulates may remain suspended in the atmosphere for long periods of time or they may settle out very quickly. State standards for particulate matter were violated 26 days during 1978 in the Buena Park area.
- 2.9.1f Ozone is a highly reactive gas formed by a series of chemical reactions between oxides of nitrogen and hydrocarbons. Sunlight is a prerequisite for the reaction to take place. As a result, diurnal and seasonal variations in ozone concentrations are experienced. Highest levels occur during summer months and from mid-morning through the afternoon. State air quality standards for ozone were exceeded 50 days during 1978 in the Buena Park area.

2.9.2 Responsible Agencies

Nationwide responsibility for controlling air pollution is carried by the Environmental Protection Agency. The Agency has both regulatory and policy formation powers as set out in the National Environmental Policy Act of 1969 (NEPA). California adopted legislation consistent with NEPA, the California Environmental Quality Act of 1970 (CEQA), which presented guidelines for EIR preparation and other State programs to insure California's environmental integrity.

The Air Resources Control Board (A.R.C.B.), a State agency, has monitoring and enforcement responsibilities for mobile sources of pollution within the State. The South Coast Air Quality Management District (SCAQMD) Regional Agency, monitors and enforces air quality standards for stationary pollutant sources within Orange County and portions of Los Angeles County, San Bernardino County, and Riverside County. In addition, SCAQMD monitors ambient air quality within its regional jurisdiction, including Buena Park.

3.0 PROBLEMS AND NEEDS

3.1 Geology, Landforms and Soils

The geology, landforms and soil play a significant role in the community of Buena Park, not only through fertility qualities for limited agricultural production and landscaping, but also with respect to engineering constraints which affect foundation stability and general building safety.

It has been established that the major portion of Buena Park exists as a relatively level area with few constraints to urban development. However, the northeast portion of the City exhibits more varied terrain and soils which have erosion and slope stability hazards. Further development in this area needs to recognize these constraints and incorporate mitigation measures through careful grading and appropriate site planning in order to reduce hazards associated with these conditions.

3.2 Fossils

Because the Emery Borrow Pit has been identified as having significant regional fossil resources, assurances need to be made to have it maintained as a viable paleontological site. At the same time, this area could contribute to open space and outdoor recreational opportunities for the community.

3.3 Hydrology

All of the natural fresh water drainage courses within Buena Park have been channelized as a structural solution to the area's flood control needs. These channels and their rights-of-way need to be maintained or improved when necessary in order to continue to protect flood hazard areas. The City, through cooperation with the Orange County Flood Control District, should also encourage the provision or maintenance of open space and wildlife habitats associated with the flood control channels within Buena Park.

3.4 Domestic Water

Shortages of water is one of the most pervasive of all problems facing Southern California in the near future as demands for water increase with the development of housing, commercial and industrial facilities. Although Buena Park's demands for water may increase only slightly over the next 10 years, the regional demand is expected to increase substantially over the same time period, thus placing an enormous burden on the common supplies of water for Buena Park and surrounding cities.

To assure adequate water supplies are made available in the future, the City needs to coordinate closely with the Metropolitan Water District to support supply planning efforts. Close watch should be kept on the developments with regard to Colorado River water reductions and the development of the Peripheral Canal. The community needs to be kept informed and encouraged to implement measures which lead to the prudent use of this indispensable resource.

3.5 Plant and Animal Life

A concerted effort needs to be undertaken to assure the continued preservation of the West Coyote Hills Coastal Sage-Scrub community and those riparian islands which provide viable habitats for wildlife and also provide some of the City's larger areas of open space.

Secondly, the Median Planting Master Plan needs to be implemented in a timely way and the community, as a whole, needs to continue to value and encourage the use of trees, shrubs, ground covers and other ornamentals which add so much to the image of Buena Park and the well-being of its citizens and visitors.

3.6 Air Quality

While the City of Buena Park does not have direct control over the regulation of air pollution, it needs to continue to actively support those County, State and Federal agencies responsible for collecting and analyzing data and enforcing those programs aimed at improving air quality.

As recommended in the Circulation Element, Buena Park needs to continue to pursue innovative transportation systems which might contribute to reducing automobile traffic, thereby reducing the amounts of pollutants released within the City and elsewhere.

4.0 GOALS

In order to assure the continued viability of natural and man-made resources for the future use and enjoyment of the residents of Buena Park, the following goals have been established.

- 4.1 Plan the physical development of the City so that it is responsive to natural land forms and drainage patterns.
- 4.2 Protect hillsides and areas of unique topography to the greatest extent possible in the interest of public health and safety, and to maintain visual-aesthetic qualities within the City.
- 4.3 Preserve sites of significant paleontological importance for future scientific study.
- 4.4 Maintain adequate domestic water supplies for all residents and uses within the City.
- 4.5 Maintain the viability of native plant and animal species which still exist within the City.
- 4.6 Encourage increased propagation of trees and plant life within the City while at the same time preserving, replacing or removing, when appropriate, the existing ones in order to enhance visual qualities, increase slope stability, protect species of historic value, or provide for public safety.
- 4.7 Maintain and improve air quality within the City.

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the identified conservation and resource needs, the City has set forth the following policies and programs.

5.1 POLICY

The City encourages that significant natural landforms be maintained during development.

- 5.1a **Program:** Ensure grading practices used within the City, minimize potential safety hazards while maintaining aesthetic qualities and natural landforms.
-

5.2 POLICY

The City supports the preservation of all sites containing significant paleontological finds.

- 5.2a **Program:** Ensure the Emery Borrow Pit is accorded adequate protection for maintenance as a paleontological site.
-

5.3 POLICY

The City encourages the development of appropriate flood control measures to assure the safety of residents.

- 5.3a **Program:** Continue participation in the National Flood Insurance Protection Program.
- 5.3b **Program:** Coordinate planning efforts with the Orange County Flood Control District.
- 5.3c **Program:** Continue to improve the City's drainage facilities to eliminate localized flooding in accordance with the Master Plan of Drainage.
-

5.4 POLICY

The City recognizes that all residents should have adequate access to domestic water supplies.

- 5.4a **Program:** Coordinate water supply planning with the Metropolitan Water District.

- 5.4b Program: Actively support legislation which seeks to provide public water supplies to the Southern California region.
- 5.4c Program: Actively support programs that promote water conservation throughout the City.
- 5.4d Program: Continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns.

5.5 POLICY

The City supports the preservation and enhancement of native as well as non-native plant life throughout the community for their scenic and biologic importance.

- 5.5a Program: Identify and preserve unique or valuable introduced species and native vegetation throughout the City.
- 5.5b Program: Use native California drought tolerant plants where appropriate to reduce irrigation and maintenance costs.
- 5.5c Program: Implement the Median Planting Master Plan.
- 5.5d Program: Continue to support the Buena Park Beautification Commission's recognition of citizens and businesses whose efforts enhance the plant life and aesthetic quality of the City.

5.6 POLICY

The City encourages maintenance of an urban environment in which non-nuisance wildlife may exist.

- 5.6a Program: Ensure maintenance of open space and native plant communities which provide habitats for remaining native animal species and viable introduced populations.

5.7 POLICY

The City of Buena Park supports programs which are designed to eliminate air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City.

- 5.7a Program: Encourage the development and use of effective mass transportation systems within the City.
- 5.7b Program: In coordination with the SCAQMD disseminate emergency information regarding actions to be taken by citizens in the event of smog alerts.
- 5.7c Program: Actively support and implement SCAQMD programs aimed at reducing air pollution within the airshed.

OPEN SPACE

1.0 INTRODUCTION

Open space serves many functions in the planning of cities. In the broadest sense, open space applies to undeveloped land, water and surrounding air space. Within urbanized areas, open space is usually found as parks, plazas and parkways, but may also exist as waterways, areas with steep slopes, and pockets of vacant land used for agriculture or nature preserves.

Open space is a basic environmental resource which can satisfy a wide variety of community needs by:

- o Providing public outdoor recreation opportunities which help satisfy people's biological and psychological need to experience spatial contrasts and to retain some association with the natural environment;
- o shaping the urban form by limiting densities, or by buffering, integrating or differentiating various land uses or activities;
- o providing a means of protecting citizens from areas which could be hazardous if developed or managed improperly;
- o providing conservation and management of natural resources; and
- o providing land for production of food crops.

1.1 Authorization

The scope and nature of each city's Open Space Element has been authorized and prescribed by California Government Code Section 65302(e) and Sections 65560 through 65567.

The element must include discussions on:

- o The preservation and management of natural resources;
- o outdoor recreation; and
- o public health and safety, particularly in those areas which require special management because of hazards or protection of water or air quality;

Additionally, each city must provide an inventory of privately and publicly owned open space lands and formulate policies and programs which strive to achieve the community's open space goals.

1.2 Organization

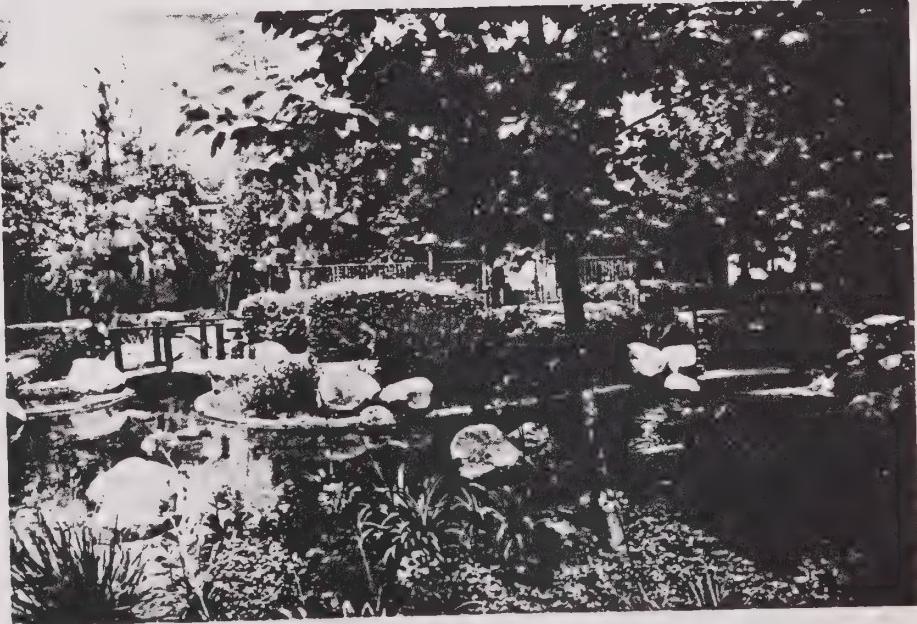
The Open Space Element has been organized into five sections which introduce the element, discuss the extent and types of open space within Buena Park, identify problems or needs, establish goals, and formulate policies and programs.

OPEN SPACE

The element primarily centers around the concept of an open space network which focuses on public parks and school sites, but it also includes historical and cultural sites, and utility and flood control rights-of-way, as well as significant privately owned recreational entertainment facilities.



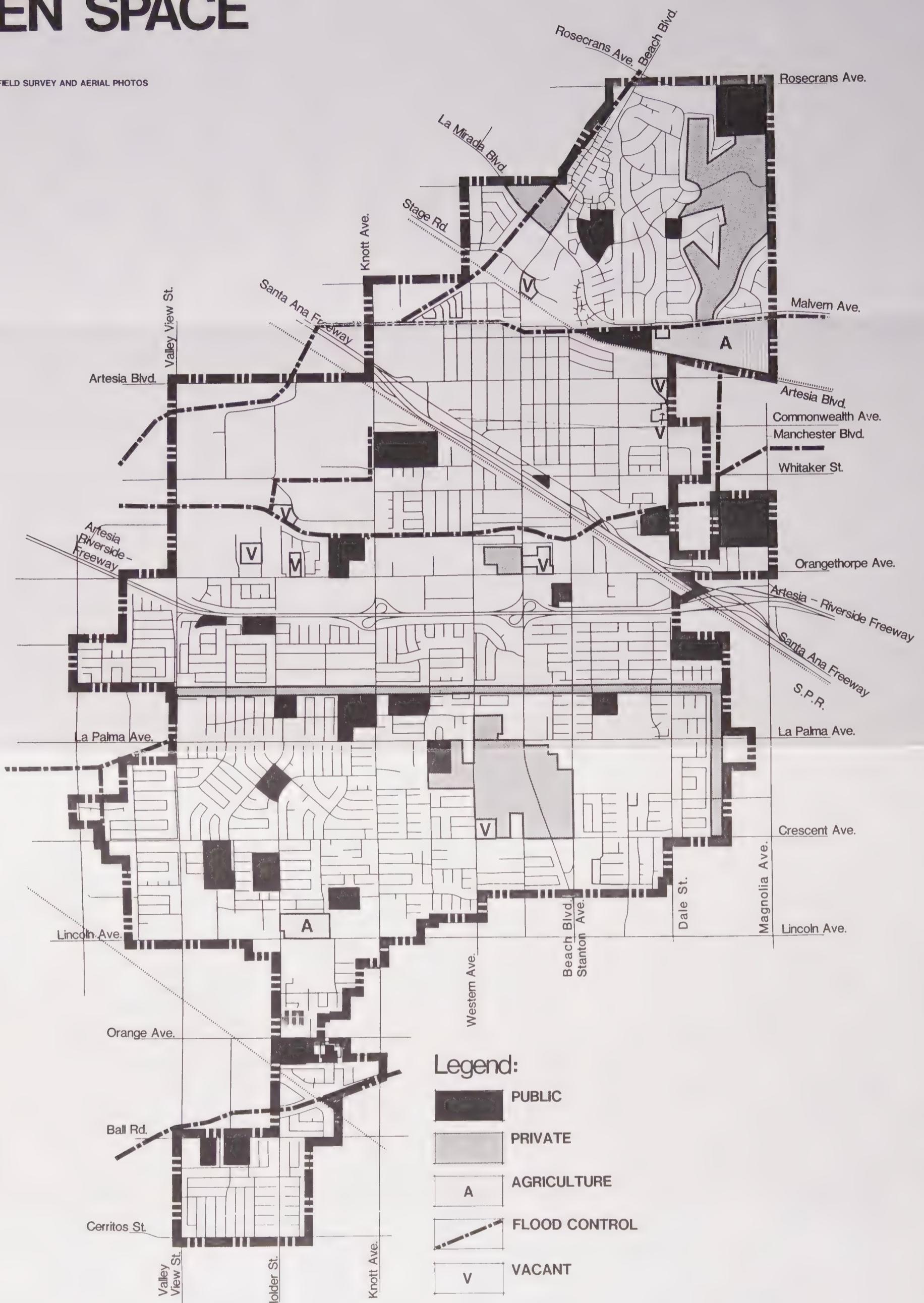
BELLIS PARK



OPEN SPACE

SOURCE :

FIELD SURVEY AND AERIAL PHOTOS



REVISED	RESOLUTION
4/2/90	9074



2.0 EXISTING CONDITIONS

A review of the 1963 General Plan for Buena Park reveals that substantially greater amounts of open space existed within the City at that time. Open space was then comprised mainly of large areas of agricultural land and scattered parcels of vacant land.

The amount of open space that exists in the City today is predominantly composed of parkland, golf courses, school sites and small vacant lots. Expansion of commercial uses within the City has accounted for very little of the decline in open space since 1962. Rather, residential and industrial expansion have been the major factors in this decline. While most cities have some form of open space, the critical problem in meeting the needs of residents encompasses quantity, quality and location of open space.

At present the City has approximately 1,064 acres (16% of City area) in some form of open space. For discussion purposes the open space categories in Buena Park will be organized according to ownership. This most accurately reflects the particular use of the open space parcels. The open space features of the City are illustrated on the Open Space Map.

2.1 Publicly Owned Land

2.1.1 Parks - 12 publicly-owned parks located throughout the City encompass 131 acres of open space. Additionally, the City utilizes 18 acres of the powerline right-of-way under agreement with Southern California Edison as parkland for public use.

2.1.2 Schools - Presently there are 16 operating public schools in Buena Park. This represents 206 acres of partially developed open space. In addition to the above mentioned public schools, there are two private elementary schools with a total of 12 acres.

In the past several years a number of schools have closed. Declining enrollment, consolidating administration and reducing facilities costs have been some of the driving factors in school closures. Such closures have declined, but future trends and circumstances may prompt the need for additional closures. Also, there appears to be a trend toward more intense use of existing school sites. Both these possibilities could remove strategically located open space within Buena Park.

2.1.3 Historical/Cultural sites - In Buena Park, there are two publicly held landmarks of historical and cultural importance. The first is the Whitaker-Jaynes Estate, former home of a prominent Buena Park citizen, an area comprised of one acre of land and a house now maintained by the City as a museum. The second landmark is a boulder with a plaque located on private property. This is the Los Coyotes Monument that commemorates the site where the American Army camped on its way to meet the last organized resistance to the American conquest of California in 1847. (See Historic Preservation Element for further discussion).

2.2 Privately Owned Land

- 2.2.1 Agricultural - Privately owned lands for the production of crops no longer constitute a large proportion of the land in the City of Buena Park. Land currently in agricultural use in Buena Park amounts to approximately 93 acres, however, none of this acreage has an open space or agricultural zoning designation.
- 2.2.2 Vacant Land - Privately owned vacant lands are still quite numerous in Buena Park, notwithstanding the urbanized state of the City. However, many of the vacant lots are very small in area. Vacant parcels are highly significant from the standpoint of the existing open space resources in Buena Park. It is these areas which hold the possibility of development as permanent open space sites such as small neighborhood parks or key nodes in a pedestrian/bikeway system. Also, it is these same locations which will, if developed as industrial, commercial or residential sites, preclude future open space opportunities in the City. Vacant land presently covers approximately 186 acres of currently vacant land in the City.
- 2.2.3 Recreation Centers - The City of Buena Park is fortunate to have a number of the famous tourist attractions in California. Knotts Berry Farm is considered as having valuable open space that is primarily devoted to tourist entertainment and is interspersed with physical structures incidental to their use. In addition, the City has located within its boundaries two large areas primarily devoted to golf. Private open space recreational areas in the City include:

<u>Name</u>	<u>Acreage</u>
Knotts Berry Farm	155.90
Los Coyotes Country Club	146.30
Big Tee Golf Range	<u>22.90</u>
 TOTAL	325.11

- 2.2.4 Other Private Open Space - This final category is unique in that most of the areas have two uses, first the primary use to which the area is directed, and secondly, the by-product of the dominant use, open space. Total acreage from this category amounts to 181.3 acres of open space composed from the following sources:

- o Southern California Edison Right-of-Way - 55.38 Acres
- o Flood Control Channels - 88.33 Acres
- o Freeway Right-of-Way - 37.6 Acres
(Vacant Portions)

2.3 Open Space Ratios and Distribution

2.3.1 Ratio of Open Space Area to Population

Since Buena Park is urbanized to a large extent, the backbone of

committed open space is the municipal park system. Therefore, open space deficiencies are often times thought of in terms of shortages of park space. Deficiencies in park acreage can be based upon access to park locations or acres of parkland per person in the community. Standard means of determining park space for a community are based upon the "average" community and recommend what the "average" community should have.

The City of Buena Park established an objective of maintaining 2.5 acres of parkland and playgrounds per 1,000 residents in the 1975 amendment to the General Plan. This standard is widely used by communities as an indicator of the adequate availability of useable open space areas for residents. Today, Buena Park has approximately 264 acres in playgrounds and parkland for 66,200 people or a ratio of 4.0 acres per 1000 persons (these figures include City and County owned parks and the playground portions of public schools). Thus, Buena Park is statistically more than meeting the objective established in 1975. However, since the adoption of the 1980 General Plan, the ratio has been reduced from 4.9 acres per 1000 residents to 4.0 acres per 1000 because of population increase, and loss of playground area.

2.3.2 Distribution of Open Space

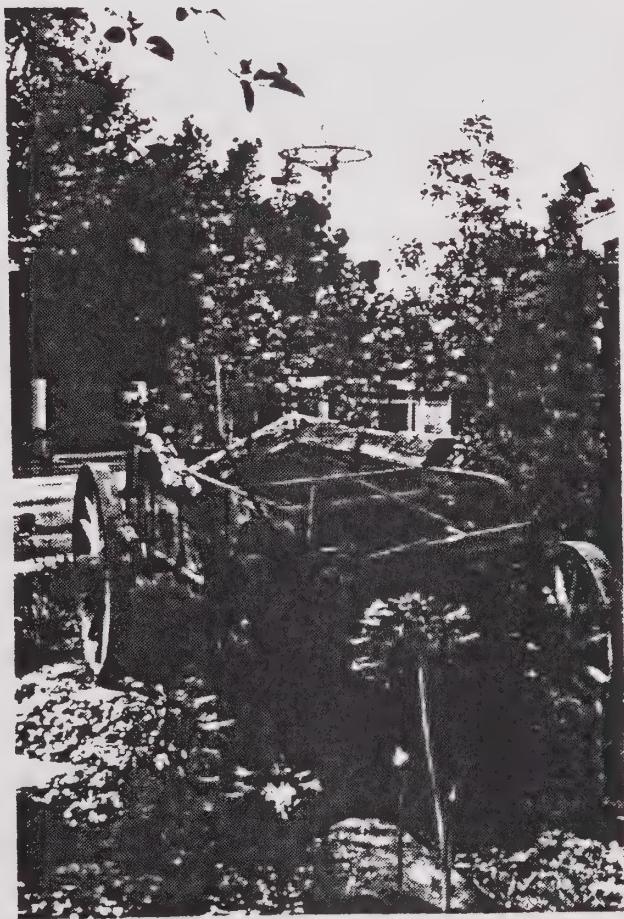
In terms of open space location within the City, Buena Park exhibits a reasonable distribution. School sites, which were established based on population demands, are strategically located forms of open space. The playground areas associated with the schools make open space areas accessible to the surrounding residential neighborhoods.

While declining enrollments have caused some school closures and subsequently, some loss of open space through land use changes, most neighborhoods are adequately serviced by neighborhood parks located either within Buena Park or adjoining communities. This is especially true in the southeast portion of the City where there are four community parks within a mile radius of a recently closed school. However, in Community Planning area No. 4, (refer to Land Use Element) increased population and school closures have created a need for parkland.

The Los Coyotes Country Club provides the largest contiguous portion of open space in the City. Located in the northeast portion of the City, it provides recreational opportunities, along with a bird and small mammal habitat. The City should support continued use of this privately owned property as open space for recreation and conservation reasons.



BELLIS PARK



3.0 NEEDS

While the citizens of Buena Park are generally well provided for in terms of an adequate supply and range of both active and passive open space recreation opportunities, some areas of concern or needs can be identified.

3.1 Flood Control Channels and Edison Right-of-Way

The flood control channel corridors do not provide active open space opportunities for the City at present. Investigations need to be made concerning the applicability of use of channels in an open space system providing passive open space bikeways and walkways. The flood retention basin located south of Malvern Avenue holds potential as a passive use open space area. A coordinated planning effort should be undertaken with the Orange County flood Control District to investigate the applicability of this area for inclusion into the public open space system within the City.

The 200 foot wide Edison right-of-way provides a multiple use open space area which should be maintained in cooperation with Southern California Edison. Clearly, protection from hazard is of the utmost concern with any public use of any of these areas.

3.2 Tourist Entertainment Areas

The tourist entertainment facilities which provide an active open space opportunity within the City also contribute strongly to creating Buena Park's image. In this regard, it should be a high priority for the City to maintain Knotts Berry Farm in its present character to provide unique recreational opportunities for residents and to maintain a strong economic base.

3.3 Lack of Contiguous Open Space

Another open space need for which the City should pursue solutions, is the general lack of contiguous open space areas. Within the urbanized setting of Buena Park contiguous open space areas can function most effectively by contributing to pedestrian and bikeway systems. As mentioned previously the Southern California Edison right-of-way and the flood control channels provide possibilities for inclusion in alternative circulation systems. Refer to the Circulation Element for related discussions.

4.0 GOALS

In order to provide for the health and well being of the citizens of Buena Park and to contribute to preservation of open space within the community, the following goal has been established.

- 4.1 Provide and maintain adequate open space areas within the City which insure that conservation, safety, and recreational needs, both active and passive, are met.



LOS COYOTES COUNTRY CLUB

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the maintenance or provision of open space needs within Buena Park, and to satisfy the requirements of the planning process, the following policies and programs have been set forth.

5.1 POLICY

Develop a long range priority system for the development of specific open space areas that reflect the needs of neighborhoods as well as the entire City.

- 5.1a Program: Continue to provide a minimum 2.5 acres of parkland and playgrounds per 1,000 City residents. Property owned or leased by the City or County of Orange and maintained for public recreational purposes and the playground portion of property owned by a public agency or district which is maintained as a public school shall be deemed to comply with and implement this policy, notwithstanding the land use designation or zone category applicable to such property.
 - 5.1b Program: Develop a long range Open Space Development Plan to aid decision making bodies of the City with regard to funding priorities.
 - 5.1c Program: Acquire and develop appropriate parkland in Study Area No. 4 (Refer to Land Use Element) and develop appropriate financing mechanisms therefore.
-

5.2 POLICY

Preserve, as open space, areas of cultural or historical value.

- 5.2a Program: Designate areas of cultural or historic value in the Zoning Ordinance as open space uses.
 - 5.2b Program: Support efforts of the Buena Park Historical Society to purchase and maintain additional areas of historic or cultural interest in Buena Park.
-

5.3 POLICY:

Protect the public health and safety of residents in Buena Park by requiring adequate mitigation provisions in plans for development within environmentally hazardous areas.

(Refer to Policies and Programs of the Seismic Safety, Safety, and Conservation Elements).

5.4 POLICY

Pursue the development of contiguous open space systems within the City.

5.4a Program: Coordinate with the Orange County Flood Control District to develop plans for utilization of flood control right-of-way areas in the City's open space system.

- 5.4b Program: Continue cooperative agreements with Southern California Edison for utilization of portions of their right-of-way for public parks.
- 5.4c Program: In conjunction with development of bikeways and pedestrian paths, as called for in the Circulation Element, develop strategically located open space nodes for utilization in those systems.
-



KNOTT'S BERRY FARM



SMITH-MURPHY PARK

HISTORIC PRESERVATION

1.0 INTRODUCTION

The Historic Preservation Element is intended to identify historic resources that may exist within the community and to suggest ways and means by which such resources can be preserved or retained. Also, exceptionally valuable sites, structures or unique vegetation can be analyzed for their significance to the community and their suitability for preservation.

1.1 Authorization

While the Historic Preservation Element is discretionary, Section 65303 (j) of the California Government Code states that a City's General Plan may include, "a historical preservation element for the identification, establishment, and protection of sites and structures of architectural, historical, archeological, or cultural significance, including significant trees, hedgerows, and other plant materials. The historical preservation element shall include a program which develops actions to be taken in accomplishing the policies set forth in this element."

1.2 Organization

As with most of the other General Plan elements, the Historic Preservation Element has been organized into five sections. Section 1.0 presents information regarding the purpose, authorization and intent of the element. Section 2.0 provides an overview of the area's historical background, and lists those sites or resources which are significant to the City, while Section 3.0 points out problems or pressures which the City needs to consider in order to further preservation.

Sections 4.0 and 5.0 draw upon the information provided in the previous sections to establish goals and policies and programs related to historic preservation.

2.0

HISTORICAL BACKGROUND

Roughly 200 years after Spanish explorers entered California through San Diego, the King of Spain ordered the colonization of Upper California to prevent its assumption by the Russians, English or Dutch. With Gaspar de Portola leading, and Pedro Fages as Captain of the soldiers, the expedition left San Diego in 1769. The expedition passed through Indian villages in what is now Orange County at Olive, Fullerton and La Habra.

Some time later, Pedro Fages became Governor of California. In 1784, he granted land to one of his three corporals to raise cattle. Manuel Nieto received 48,806 acres of land that lay between what is now the Rio Hondo and the Santa Ana River. His four children inherited the land at his death in 1804. In 1834, they had it divided by Governor Figueroa, with Juan Jose Nieto, the oldest son, receiving Rancho Los Coyotes.

Rancho Los Coyotes is a focal point of California and American history, for it was here in January 1847 that Commodore Robert S. Stockton and his army of 600 men rested in preparation for the Battle of the San Gabriel River. The battle was won and the outcome of the Mexican War (1846-48) was settled. The location of Stockton's encampment, near what today is the Los Coyotes Country Club in Bellehurst, is marked by a plaque. The camp site was referred to as "Plaza Buena" or "Good Park" because of the springs of good water and grass for the animals. It is probable that Buena Park received its name from those desirable attributes.

A successful grocer in Chicago, James A. Whitaker, moved to California to purchase a cattle ranch. He purchased 690 acres of Stearns Rancho land in 1855. The Santa Fe Railroad asked Mr. Whitaker to develop a town so that development would be created in concert with its new route. The town that Whitaker planned began at once.

In June of 1887, he recorded a plot map in what was then Los Angeles County. Two thirds of his land he named "Buena Park." In August, he filed the rest in what he named the "Whitaker Addition." While the first lay between Western and Eastern Avenues, north to about Franklin Street, the second extended west to Knott Avenue and north for half that distance. Eastern Avenue is now Stanton Avenue. Refer to the Historical Development Map that follows.

2.1

Existing Conditions

Although the land which is now the City of Buena Park is rich in history and past cultures, the objects, sites, and structures of true historic significance are modest in number. The Historical Development Map locates these features. The structures which represent the major historical features in Buena Park are as follows:

- o The Stage Hotel, built in the late 1800's, served stagecoach passengers when they stopped between Los Angeles and San Diego;
- o First Congregational Church, on the Northwest corner of 10th Street and Grand Avenue, built by the townspeople in 1891;

HISTORIC PRESERVATION

- o D. W. Hasson house, home of Buena Park's first doctor, built in 1898;
- o The home of the first postmaster, J. Harry Whitaker, nephew of the town founder, built in 1896;
- o The Warren Building, built by pioneer George Warren in 1900;
- o The Wm. E. Tice house, built by A. C. Mann in 1905;
- o The Trapp house, built by pioneer/farmer George Trapp in 1908.

As previously mentioned a historical site of regional significance is referred to as the Los Coyotes Monument and commemorates the site where the American Army under Commodore Stockton camped on its way to meet the last organized resistance to the United States' conquest of California in 1847.

The Buena Park Historical Society was founded in 1962 to retain and preserve historic structures. Maintenance of the structures is performed by restoration, followed by an on-going guided tour program.

- 2.1.1 Special Features - Knott's Berry Farm and Bellis Park are well-known, but these features are current points of interest than points of historical significance, given the criteria promulgated in the National Historic Preservation Act of 1966.
- 2.1.2 Historically significant vegetative types found within Buena Park are the Bacon Avocado tree and the California Pepper Tree. The Bacon Avocado was developed in Buena Park and a remaining specimen is found on the east side of Beach Boulevard, south of the 55 Freeway. Two California Pepper trees, approximately 100 years old, are located on the north side of Orangethorpe Avenue between the St. Pius Catholic Church property and the Albertson Market property. Additionally, the mature Coastal-Sage community in the Coyote Hills, discussed in the Conservation Element, constitutes a significant plant resource.

3.0 NEEDS

As the City of Buena Park continues to develop or redevelop its remaining historic resources, each faces possible destruction. Unlike other resources, these are unique and non-renewable. In order to protect such resources for educational and enjoyment needs of future generations, the City should consider both immediate and long-range measures to protect historic resources. Some of these could be developed and administered directly by City Administration and others could be looked after by the existing Historic Preservation Society Advisory Committee.

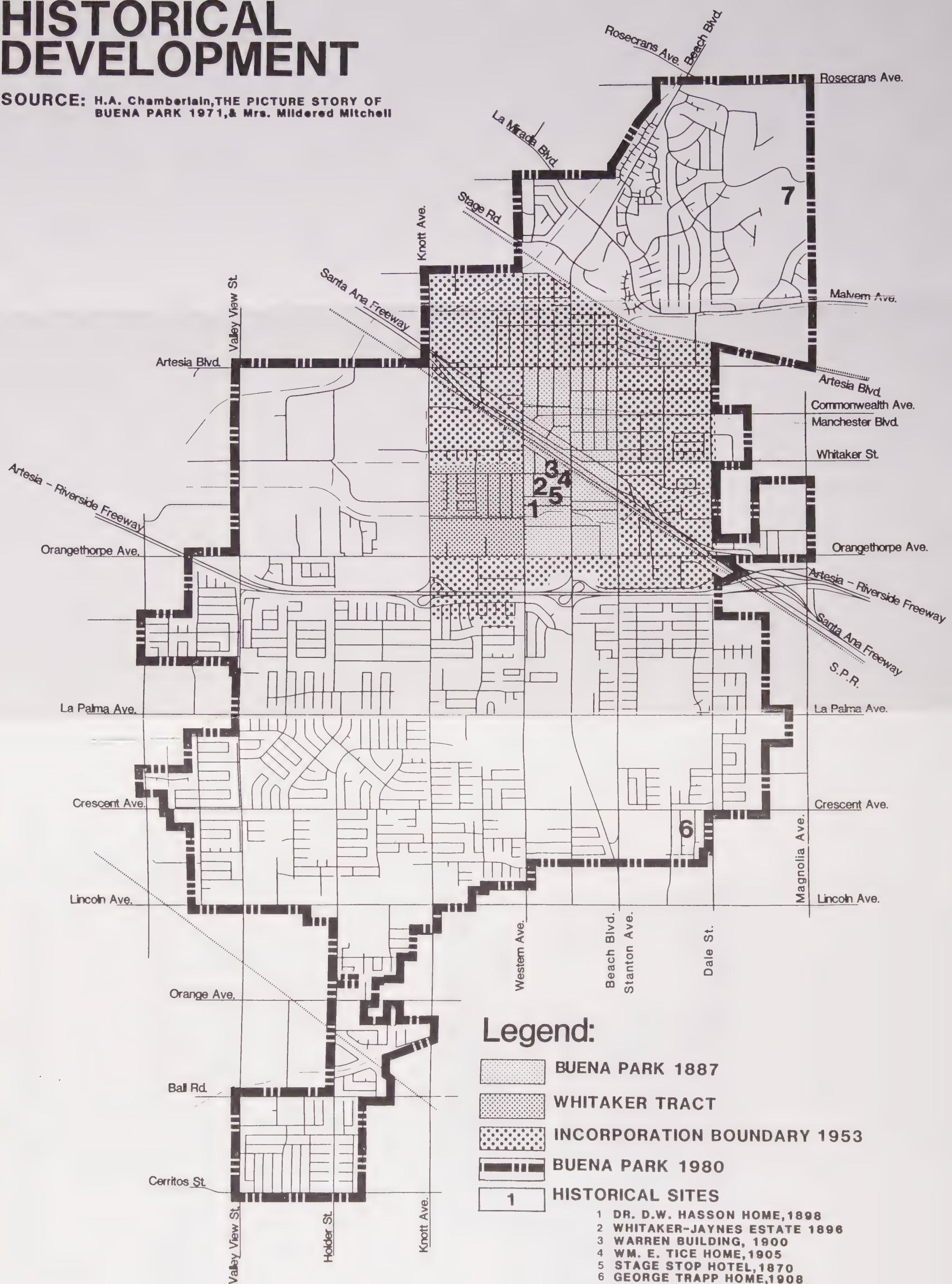
In addition, compilation of a comprehensive list of all historic sites, structures, and natural resources should be considered. The City could then utilize the information to assess activities within the City as they may impact historic features.

Increasing the awareness of citizens is a necessary part of a successful preservation effort and contributes to strengthening ties between residents and their community.

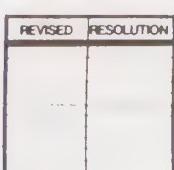


HISTORICAL DEVELOPMENT

SOURCE: H.A. Chamberlain, THE PICTURE STORY OF BUENA PARK 1971, & Mrs. Mildred Mitchell



THE SP GROUP
 (Formerly Genge Consultants)



4.0 GOALS

In order to preserve and increase the historical identity of Buena Park and to benefit the community and its citizens, the following goal has been established.

- 4.1 Encourage the identification, preservation, and utilization of historic and cultural sites and resources within Buena Park.



5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the historic preservation of Buena Park and to satisfy the requirements of the planning process, the following policies and programs have been set forth.

5.1 POLICY

Encourage preservation of buildings which have historic and/or architectural merit.

- 5.1a Program: Develop incentives for the restoration of older buildings in the City for residential, commercial, or office-professional uses when such alterations would preserve significant architectural details of a building and lend a unique atmosphere to its surroundings.
 - 5.1b Program: Develop, in coordination with the Buena Park Historical Society, a list of historical resources and attendant measures for their preservation, including cost estimates and prioritization.
-

5.2 POLICY

Allow non-conforming use for buildings of architectural or historic merit for the life of the building.

- 5.2a Program: Require a 30-day delay of any permit to demolish or make alterations to any building that has been determined by the City to be of historic significance in order to allow time for the expression of public opinion and negotiations with the owner(s) to determine alternative measures of preserving the building or purchase of the site, if possible.
 - 5.2b Program: Exempt historic structures which do not meet requirements of the Building Code from certain provisions in the Code to allow for their maintenance in as near original condition as possible. Such exemptions should be granted by the City Council when, in their opinion, such exemption will not allow any condition which is immediately hazardous to life or property. These exemptions should apply to those buildings which are to be used for original purposes as well as buildings to be used for other than originally designed purposes if such change of use has been approved by the Planning Commission.
-

5.3 POLICY

Encourage preservation and awareness of significant natural resources within the City.

- 5.3a Program: Insure adequate City review of activities which may have an impact on unique vegetation as identified in this plan or under further City investigations.



KNOTT'S BERRY FARM

NOISE

1.0 INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and commercial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

The Noise Element identifies community noise sources and exposure levels, and is to be utilized to establish uniformity of policy and direction within the City concerning actions to eliminate or minimize noise pollution, and for decision making regarding proposals which may have an impact on the City's environment.

Within the City of Buena Park, the Department of Planning and Building is the lead agency responsible for coordination of all noise control activities; however, other departments or entities share in the enforcement operations. Additionally, the City has adopted the Orange County Noise Ordinance by reference, and contracts with the County for enforcement of that ordinance.

1.1 Authorization

Recognizing the increasing human environmental impacts of noise pollution and the impact that local land uses and circulation plans have on the community's environmental quality, the California Government Code Section 65302 (g) mandates that a noise element be included as part of the city and county general plans.

The Office of Noise Control, State Department of Health, has prepared guidelines pursuant to Section 39850.1 of the Health and Safety Code which specifies the requirements of a noise element which is responsive to the code.

1.2 Organization

As with the other General Plan elements the Noise Element has been organized into five sections. The first section introduces the Element and provides information regarding authorization and organization. Additionally, this section provides the reader with definitions and explanations of terms, methods, and standards used in the Element.

Section 2.0 identifies noise sources and impacts in Buena Park, both existing and anticipated, while Section 3.0 provides a summary of the problems and needs, and, where possible, suggests alternatives for mitigating noise problems.

Sections 4.0 and 5.0 establish goals, and policies and programs, respectively, which aim to maintain or improve the noise environment for the Buena Park community.

1.3 Definitions and Explanations

Ambient Noise - Ambient noise is the all-encompassing noise associated with a given environment, usually being a composite of sounds from many sources near and far.

A-Weighted Sound Level, dB(A)

Throughout this Element the magnitude of noise has been indicated by application of the nationally recognized measure, the A-weighted sound level of dB(A). To establish the (A)-level, the acoustical signal is detected by a microphone and then filtered to weight those portions of the noise which are most annoying to individuals. This weighting of sound energy corresponds, approximately, to the relative annoyance experienced by humans from noise at various frequencies. The A-levels of a few typical sources of noise which are routinely experienced by people within the City of Buena Park are listed in Figure 1.

The A-level traffic noise and other long-term noise producing activities within and around the community varies considerably over time. Measures of this varying noise level were accomplished by obtaining statistical samples. For the purposes of this study, the following statistical values were used:

L₉₀ - The near minimum A-level, this value is exceeded 90% of the time during the measurement period.

L₅₀ - The central tendency of A-level, this value is exceeded 50% of the time during the measurement period.

L₁₀ - The near maximum tendency of A-level, this value is exceeded 10% of the time during the measurement period.

L_{eq} - The energy averaged A-level, this value is most representative of the long-term annoyance potential or other effects of the noise.

These measurements may be recorded to obtain representative samples of the noise during certain time periods such as during peak-traffic, mornings, afternoons, and night.

Community Noise Equivalent Level (CNEL)

It is recognized that a given level of noise may be more or less tolerable depending on the duration of exposure and the part of the day when the noise is experienced. There are measures of noise exposure which consider not only the variations of noise levels but also include their temporal characteristics. Of these measures, the State Department of Aeronautics and the California Commission of Housing And Community Development have adopted the CNEL. This measure considers a weighted average noise level for the evening hours (from 7:00 p.m. to 10:00 p.m.) increased by 5 dB, and the late evening and morning hours' noise levels (from 10:00 p.m. to 7:00 a.m.) increased by 10 dB. The daytime noise levels are combined with these weighted levels and are averaged to obtain a CNEL value. Thus, CNEL takes into account people's lower tolerance to noise during evening and nighttime periods. Figure 2 indicates the outdoor CNEL at typical locations throughout the Southern California area.

NOISE

"Day-Night Average Sound Level (Ldn) - a 24-hour, A-weighted, cumulative noise exposure method similar to CNEL but only applies a time-of-day weighting to the nighttime period (10:00 p.m. to 7:00 a.m.). Ldn is approximately 1/2 dB lower than the estimated CNEL values and can be considered synonymous with CNEL. Ldn has been adopted by the U.S. Environmental Protection Agency (EPA) as the preferred measure of noise exposure.

Decibel (dB) - A measure of sound pressure level that weights all sound frequencies equally (see dB(A) for a comparison).

Health and Annoyance - In general, it must be recognized that, under certain conditions, noise may affect the average individual by causing hearing loss or damage, interference with one's ability to understand oral communication, sleep interference, or nervousness and tension.

Noise levels which exceed 85 dB(A) when experienced for long durations during each working day may result in severe temporary, or even permanent, hearing loss. State and Federal Health and Safety regulations currently protect workers at levels of exposure which exceed 90 dB(A) for each 8-hour work day.

Speech intelligibility is impaired when noise levels exceed 60 dB(A), and the amount of impairment increases with the noise level and the distance between speaker and listener.

Noise levels which exceed 45 dB(A) are generally accepted to be excessive for sleeping spaces.

Human response to frequent noises loud enough to startle or alarm has been linked to such chronic stress symptoms as low resistance, high blood pressure, exhaustion, and ulcers.

Maximum Noise Level - The maximum instantaneous level that occurs during a specific time interval. In acoustics, maximum sound pressure is understood to be for single events unless some other kind of level is specified.

Noise - Annoying, harmful, or unwanted sound.

Noise Attenuation - The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

Noise Contours - A line connecting points of equal noise level on a map.

Noise Evaluation and Measurement - A description of the character of a particular noise requires at least the measurement of:

- o The amplitude and its variation over time of the acoustic's wave;
- o The frequency (pitch) content of the noise; and
- o The duration of the noise.

NOISE

Acceptable Exterior Noise Exposures - CNEL - Figure 3 indicates the CNEL considered acceptable for various land use categories. In general, exterior noise exposures at residential locations should not exceed a CNEL of 65 dB.

The EPA has recommended a policy that exterior noise exposures of no greater than 55 CNEL be permitted within exterior living spaces. However, the EPA emphasizes that this level of exposure may not be economically feasible nor, in many cases, be a practical level to achieve.

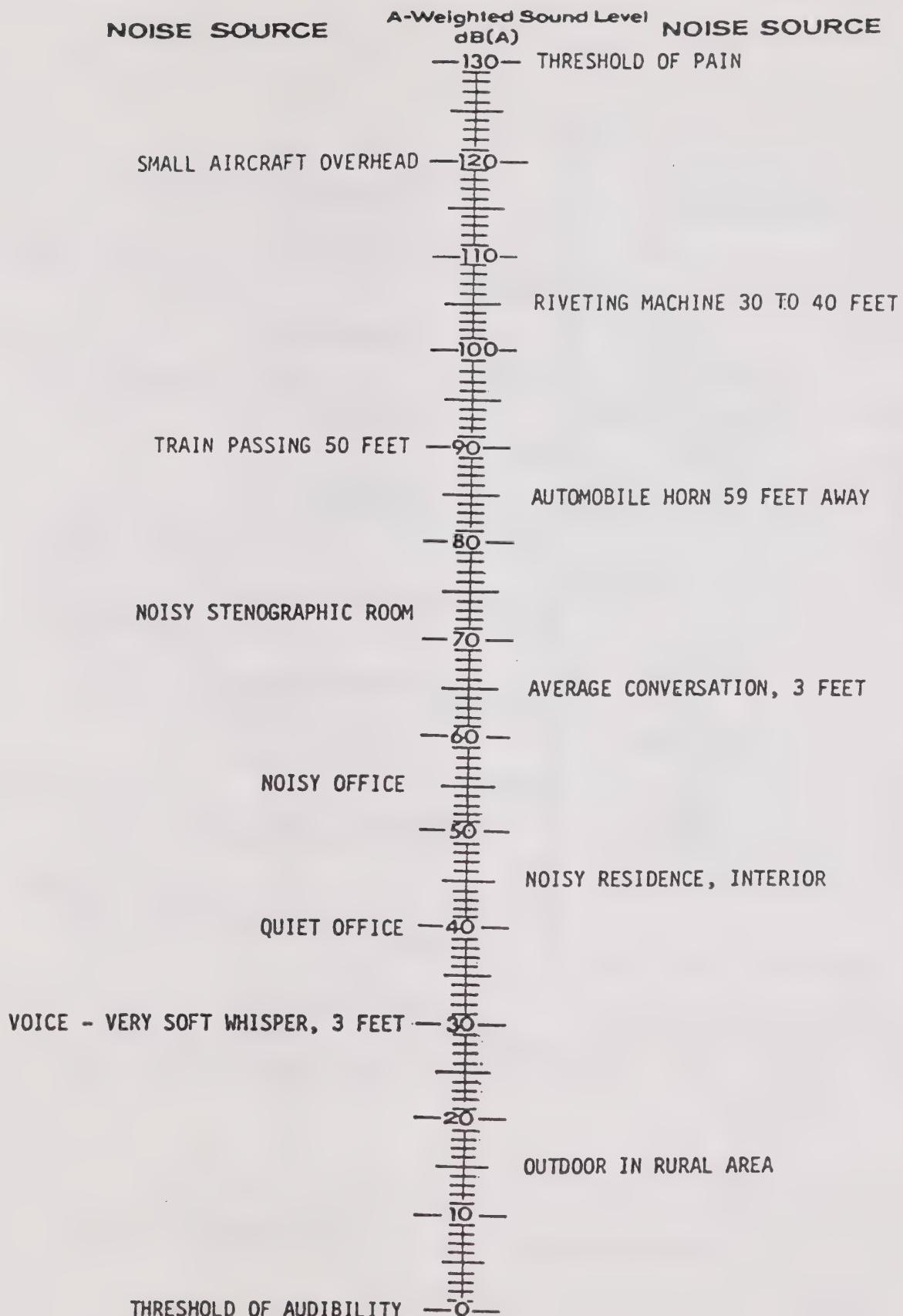
Acceptable Interior Noise Exposures - CNEL - California's Noise Insulation Standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974 (California Administrative Code, Title XXV, Section 1092). The ruling states that "interior community noise equivalent levels (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." Additionally, the Commission specified that residential buildings or structures to be located within CNEL contours of 60 dB or greater caused by existing or adopted freeway, expressway, parkway, major street, thoroughfare, railroad or rapid transit line, or industrial noise source, shall require an acoustical analysis showing that the building has been designed to limit intruding noise to the levels prescribed (interior CNEL of 45 dB).

Noise Impacted Area - A specific area exposed to substantial levels of noise which adversely affects the people or uses of that area.

Noise-Sensitive Land Uses - Noise-sensitive land uses include, but are not limited to, residences, schools, libraries, hospitals, churches, non-soundproofed offices, hotels, motels, and outdoor recreational areas. These typify land uses whose suitability is restricted by intrusive noises, hence, they are termed "noise sensitive". Noise sensitivity factors include interference with speech communication, subjective judgments of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference.

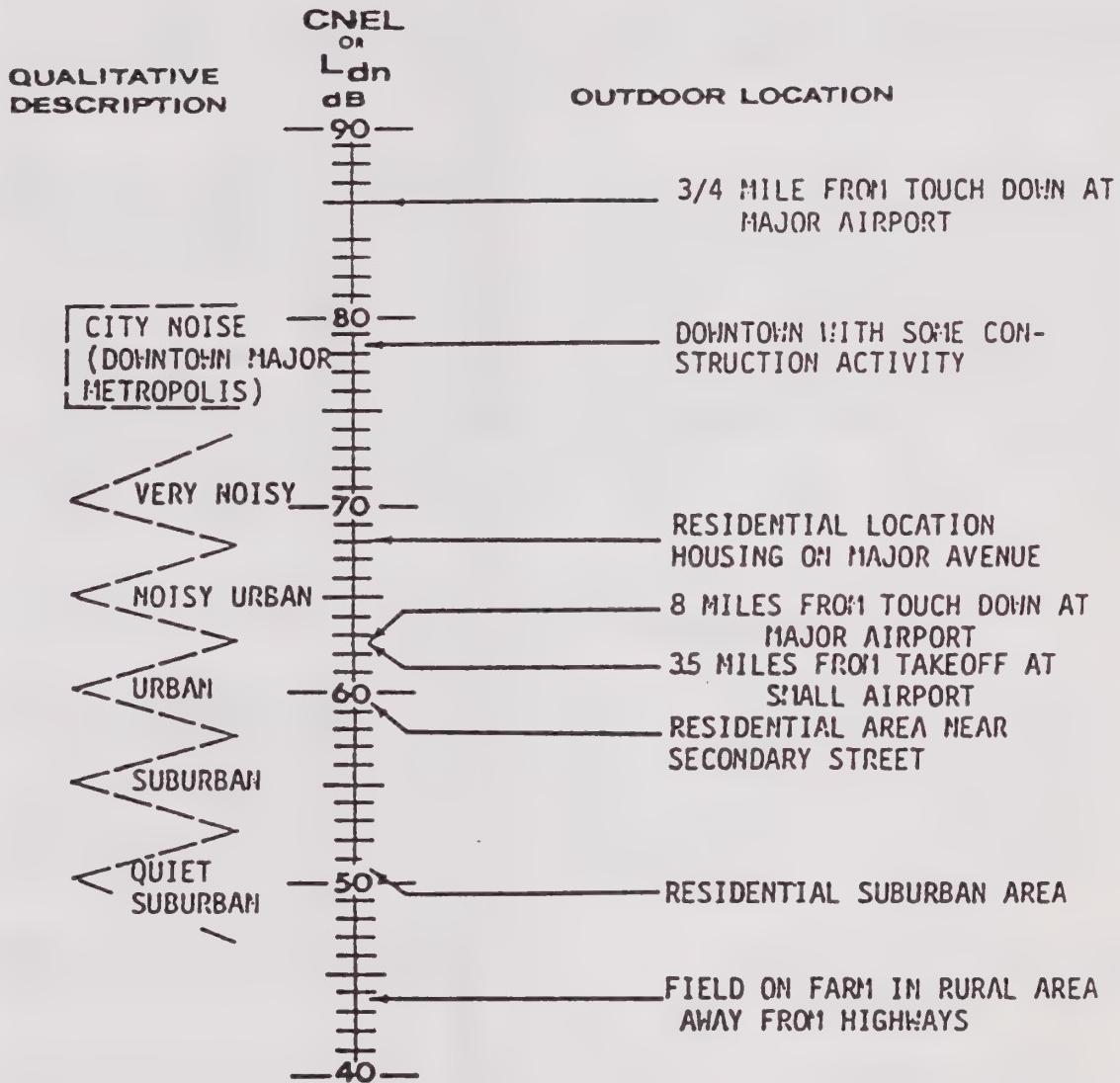
Sound - As used herein, a reaction in the ear caused by radiant energy being transmitted from a source by longitudinal pressure waves through air or other elastic mediums.

Sound Level Meter - A measurement instrument containing a microphone, an amplifier, an output meter, and one or more frequency weighting networks which is used for the determination of sound levels.



Representative Noise Sources and Sound Levels

FIGURE 1



SOURCE: In part taken from, "Information on Levels of Environmental Noise...", U.S. Environmental Protection Agency, 550/9-74-004, March 1974.

Outdoor Noise Exposures at Various Locations

FIGURE 2

LAND USE CATEOORY	CNEL or Ldn. dB	55	60	65	70	75	80
Residential Multi-Family							
Residential - low density single family, duplex, mobile homes							
Transient lodging - motels, hotels							
Schools, libraries, churches, hospitals, nursing homes							
Auditoriums, concern halls, amphitheatres							
Sports arena, outdoor spectator sports							
Playground, neighborhood parks							
Golf courses, riding stables, water recreation, cemeteries							
Office buildings, business commercial and professional							
Industrial, manufacturing, utilities, agriculture							

INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

■ CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

SOURCE: In part taken from "Aircraft Noise Impact Planning Guidelines for Local Agencies", U.S. Dept. of Housing and Urban Development, TE/NA-472, November 1972.

Land Use Compatibility for Community Noise Environments

FIGURE 3

NOISE

2.0 EXISTING AND PROJECTED CONDITIONS

Various locations within the City of Buena Park were surveyed in March, 1981 to establish the existing levels of noise. These measurement sites were selected to determine the impact of noise on residential areas due to traffic on major arterials (including the Santa Ana and Artesia Freeways). A total of 20 noise measurements were obtained, four of which were 24-hour samples. The measurement locations and the noise level measured at each position are listed in the Technical Appendix. These measurements provide a definition of the overall noise environment of Buena Park.

2.1 Inventory of Noise Sources

The following provides an inventory of noise sources measured in the City and a range of peak noise levels generated by these sources:

<u>Noise Source</u>	<u>Range of Noise Levels</u>
Light Aircraft Flyover (Altitude 2,000')	65 to 75 dB(A)
Truck Leaving Plant on Private Property at 50'	72 to 80 dB(A)
Trash Pick up at 100'	75 to 95 dB(A)
Helicopter Flyover (Altitude 200')	85 to 95 dB(A)
Truck on City Streets at 50'	75 to 90 dB(A)
Transit Bus at 50'	71 to 75 dB(A)
Motorcycles at 50'	65 to 90 dB(A)
Sports Cars at 50'	65 to 85 dB(A)
Traffic on Main Arterials at 50'	65 to 75 dB(A)
Traffic on Freeway at 50'	80 to 85 dB(A)

These noise sources were measured at various locations throughout the City. Therefore, the noise levels are not necessarily indicative of any particular area or location.

The most significant noise producing activity within the City involves the transportation elements: arterials, freeways, railways, and aircraft flyovers. In addition, numerous fixed sources of noise exist within portions of the City. Representative samples of these various noise producing elements have been obtained and are listed in the summary of noise measurement data in the Technical Appendix. From these measurements and complementing analytical procedures, noise exposure contours have been derived for the City, and noise impacted areas have been identified.

2.2 Community Noise Equivalent Level (CNEL) Contours

CNEL contours have been derived for each of the transportation noise producing elements within the City. The previously cited noise measurements and generally recognized analytical procedures have been used in the preparation of the CNEL Contours for Existing and Projected Transportation Activity Maps. The CNEL contours were prepared on City street maps using a scale of 1" = 1,000'. The procedures used to derive these contours essentially relied on research studies reported by the Federal Highway Administration. Contours have been provided for CNEL values from 60 to 80 dB in 5 dB increments for both the existing and projected (1990/1995) environments within the City.

A significant portion of the noise experienced in the City is produced by traffic on the freeways and the primary and secondary arterials. Each of the major arterials within the City has been considered in the development of the CNEL contours. Also considered in the development of the contours, were aircraft operations at Fullerton Municipal Airport.

For the purposes of this study, the airport contours developed by CH2m Hill were used. These airport contours were verified by independent measurements during the course of this study. (See CNEL Contours for Fullerton Airport Map.)

2.3 Population Affected by Noise

Using a map of the existing 1981 CNEL contours, along with zoning maps and census data, the approximate number of people in Buena Park exposed to various levels of noise was determined. This was then further reduced to obtain the approximate number of people exposed to noise generated by various sources within the City (for example; freeway noise, airport noise, etc.). Using these techniques, it was determined that a greater number of people are exposed to noise from the major and secondary arterials within the City than from any other source. It was also determined that only about half as many people are exposed to a CNEL of 60 dB or more as are exposed to a CNEL of 60 dB or less.

A complete listing of the analysis is provided in the following Table 1. Table 2 provides the analysis for the projected (1995) case based on estimated population density figures supplied by the City. A comparison of these two tables indicates that the same general conditions are expected to be found in 1995 as currently exist.

TABLE 1
 APPROXIMATE NUMBER OF PEOPLE EXPOSED TO VARIOUS LEVELS OF NOISE AND VARIOUS SOURCES OF NOISE
 WITHIN THE CITY OF BUENA PARK
 EXISTING (1981)*

Range of CNEL	Major & Secondary Arterials	Rt. 5** Freeway	Rt. 91*** Freeway	A.T. & S.F. Railroad	Fullerton Municipal Airport	Total Number of People Exposed to Various Levels of Noise	Percent of Total
Less than 60 dB	22,673	3,007	11,116	1,069	3,202	41,067	64.0%
60-65	8,220	1,031	2,425	314	1,686	13,676	21.3
65-70	4,355	582	2,484	204	113	7,738	12.0
70-75	178	78	1,235	83	2	1,576	2.5
75-80	-----	-----	108	-----	-----	108	.2
Total Number of People Exposed to Various Sources of Noise	35,426	4,698	17,368	1,670	5,003	64,165	100%
Percent of Total	55.2%	7.3%	27.1%	2.6%	7.8%		100%

*Based on population densities of 3.55 people per single family unit and an average of 2.665 per multi-family unit (condominiums and multiple dwelling units).

**Includes Manchester Boulevard and the Southern Pacific Railroad

***Includes Orangethorpe Avenue

TABLE 2
 APPROXIMATE NUMBER OF PEOPLE EXPOSED TO VARIOUS LEVELS OF NOISE AND VARIOUS SOURCES OF NOISE
 WITHIN THE CITY OF BUENA PARK
 PROJECTED (1995)*

<u>Range of CNEL</u>	<u>Major & Secondary Arterials</u>	<u>Rt. 5** Freeway</u>	<u>Rt. 91*** Freeway</u>	<u>A.T. & S.F. Railroad</u>	<u>Fullerton Municipal Airport</u>	<u>Total Number of People Exposed to Various Levels of Noise</u>	<u>Percent of Total</u>
Less than 60 dB	25,230	3,460	11,860	1,690	2,640	44,880	62.3%
60-65	9,130	1,190	2,850	350	1,460	14,980	20.8
65-70	5,600	780	2,270	580	130	9,360	13.0
70-75	510	120	1,910	90	-----	2,630	3.7
75-80	-----	-----	140	-----	-----	140	.2
 Total Number of People Exposed to Various Sources of Noise	40,470	5,550	19,030	2,710	4,230	71,990	
Percent of Total	56.2%	7.7%	26.4%	3.8%	5.9%	100%	

*Based on population densities of 3.944 people per single family unit and an average of 2.911 per multi-family unit (condominiums and multiple dwelling units).

**Includes Manchester Boulevard and the Southern Pacific Railroad

***Includes Orangethorpe Avenue

NOISE

2.4 Noise Impacts in Residential and Other Noise Sensitive Areas

In general, all residential locations are considered to be noise-sensitive land uses within the City. In addition, schools, hospitals, libraries, parks and convalescent homes are considered to be noise-sensitive land uses. The Land Use Element of the General Plan provides a description of the residential areas throughout the City and is considered the source for the inventory of noise-sensitive land uses.

2.4.1 Schools, Parks and Hospitals

In most cases the noise levels in these locations are not considered excessive; however, the following exceptions are all located within a 70 dB CNEL contour:

Beach Community Hospital

Lincoln Community Hospital

Portions of Corey School

Portions of George Bellis Park on Knott

Carl W. Brenner Park

2.4.2 Residential Areas

The following sections provide an assessment of the sources and degree of noise impacts on residential neighborhoods within Buena Park.

2.4.2a Freeway and Highway Traffic Noise

CNEL values at residential locations bordering Beach Boulevard (Highway 39) exceed 65 dB. Recognized standards indicate that these exposures are excessive.

The CNEL within the exterior living space of residential locations adjacent to the Artesia and Santa Ana Freeways is in the range of 65 to 75 dB. These levels are greater than is considered acceptable and will compromise the welfare of residents exposed over long periods of time.

2.4.2b Traffic Noise From Major and Secondary Arterials

The CNEL values at the residential locations directly adjacent to the following arterials all exceed 65 dB. Recognized standards indicate that these exposures are excessive.

Arterial

Artesia Boulevard

Ball Road

Stretch

Valley View to Dale

West City Limits to

Yosemite

Arterial

Commonwealth Avenue
 Crescent Avenue
 Dale Street
 Holder Street
 Knott Avenue
 La Palma Avenue
 Lincoln Avenue
 Malvern Avenue
 Manchester Boulevard
 Orange Avenue
 Orangethorpe Avenue
 Stage Road
 Stanton Avenue
 Valley View Street
 Western Avenue

Stretch

Western to East City Limits
 Los Amores to Dale
 Crescent to Malvern
 Ball to Lincoln
 Lincoln to Artesia
 Valley View to Bellflower
 Valley View to Knott
 Alondra to Meadowbrook
 Artesia to Freeway Ramp
 West to East City Limits
 Valley View to Magnolia
 West City Limits to Beach
 Beach to Artesia
 Cerritos to Artesia
 South City Limits to Artesia

2.4.2c Aircraft Noise From Fullerton Municipal Airport

With the current level of aircraft activity, the impact of Fullerton Municipal Airport flight operations is considered significant at existing residential locations in the northeastern section of the City (See Airport CNEL Contour Map.) However, because the flight tracks extend over the City, there are few areas that are not affected by these operations.

During the months of March and April, 1981, a number of aircraft flyovers were measured at various locations throughout the City. The table below provides a brief summary of the range of peak aircraft sound levels measured at these locations:

<u>Location</u>	<u>Range of Peak Sound Level</u>
Rear yard, 8432 Fourth Street	85-89 dB(A)
Corner of Burlingame & Malvern	65-68 dB(A)
Corner of Burnham & Artesia	70-72 dB(A)
Corner of Tenth & Western	73-75 dB(A)
Corner of Stanton & Goldenrod	67-68 dB(A)

Currently, there are 260,000 flight operations per year at Fullerton Municipal Airport (about 712 per day). By 1995 this is expected to increase to 266,100 operations per year (about 729 per day). This is considered to be an

insignificant increase in flight operations; however, the future impact will be directly related not only to the number of operations occurring each day, but also to the time of day at which they occur. A significant increase in nighttime operations would have a detrimental effect on the quality of life in the City.

Of less impact are the helicopters that fly over the City. They generate noise levels in the range of 85 to 95 dB(A); however, the number of helicopter operations over the City is significantly less than the number of aircraft operations.

2.4.2d Railway Movement

Noise levels at residential locations adjacent to the main lines of the A.T. & S.F. and Southern Pacific railways through the northern portions of the City are excessive and recognized standards are exceeded. The primary annoyance to residents involves the late night and early morning train passbys. Movements on the Pacific Electric railway are more infrequent than those of the other railroads; however, single event noise levels are excessive and may be annoying when experienced in the late evening and early morning hours.

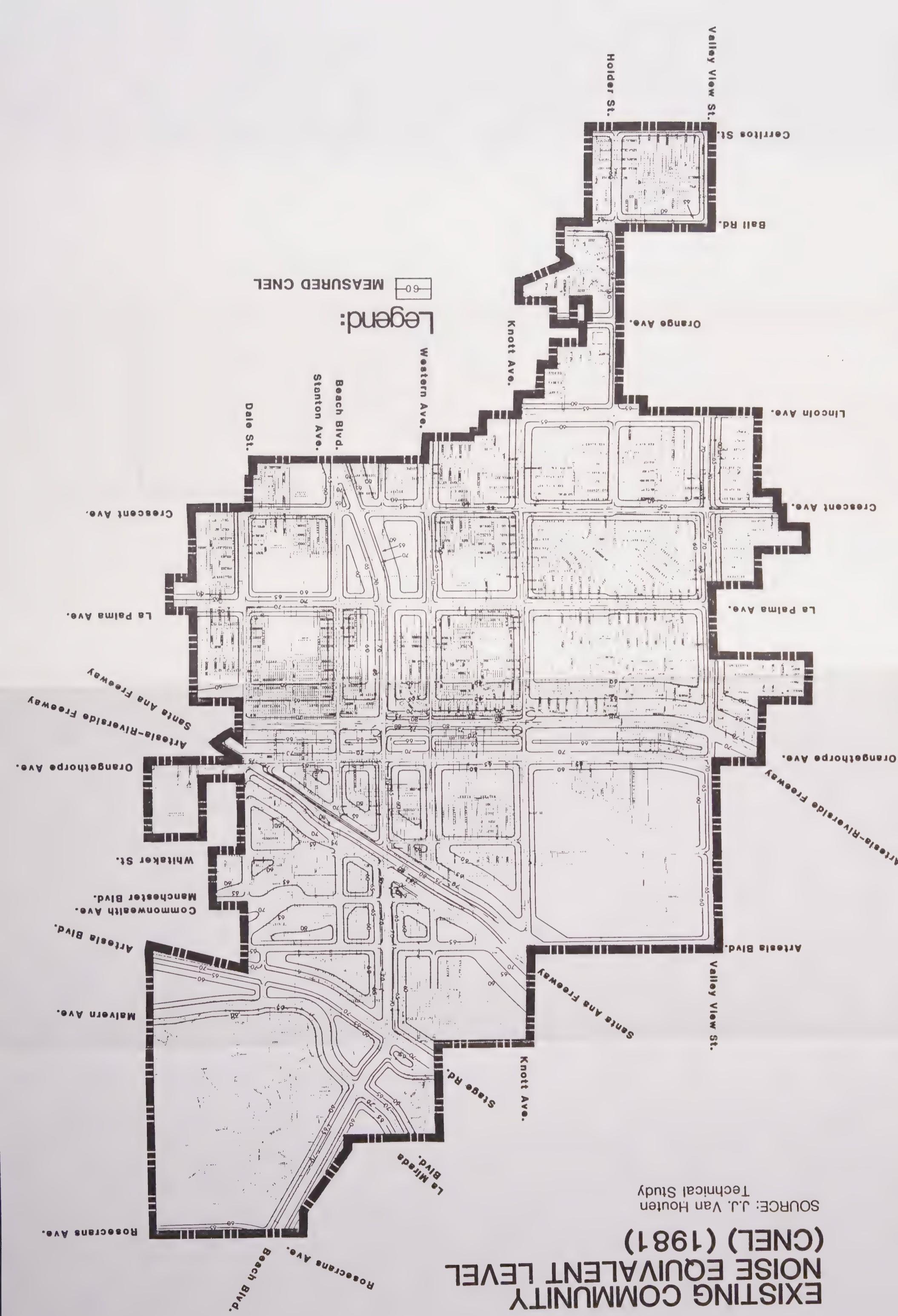
2.4.2e Commercial/Industrial Noise

Normally commercial/industrial noise within the City is not considered excessive. Where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact may exist. This may also be the case for residences adjacent to major amusement areas within the City, particularly on weekends and during the evening hours.

2.4.2f Construction Activity

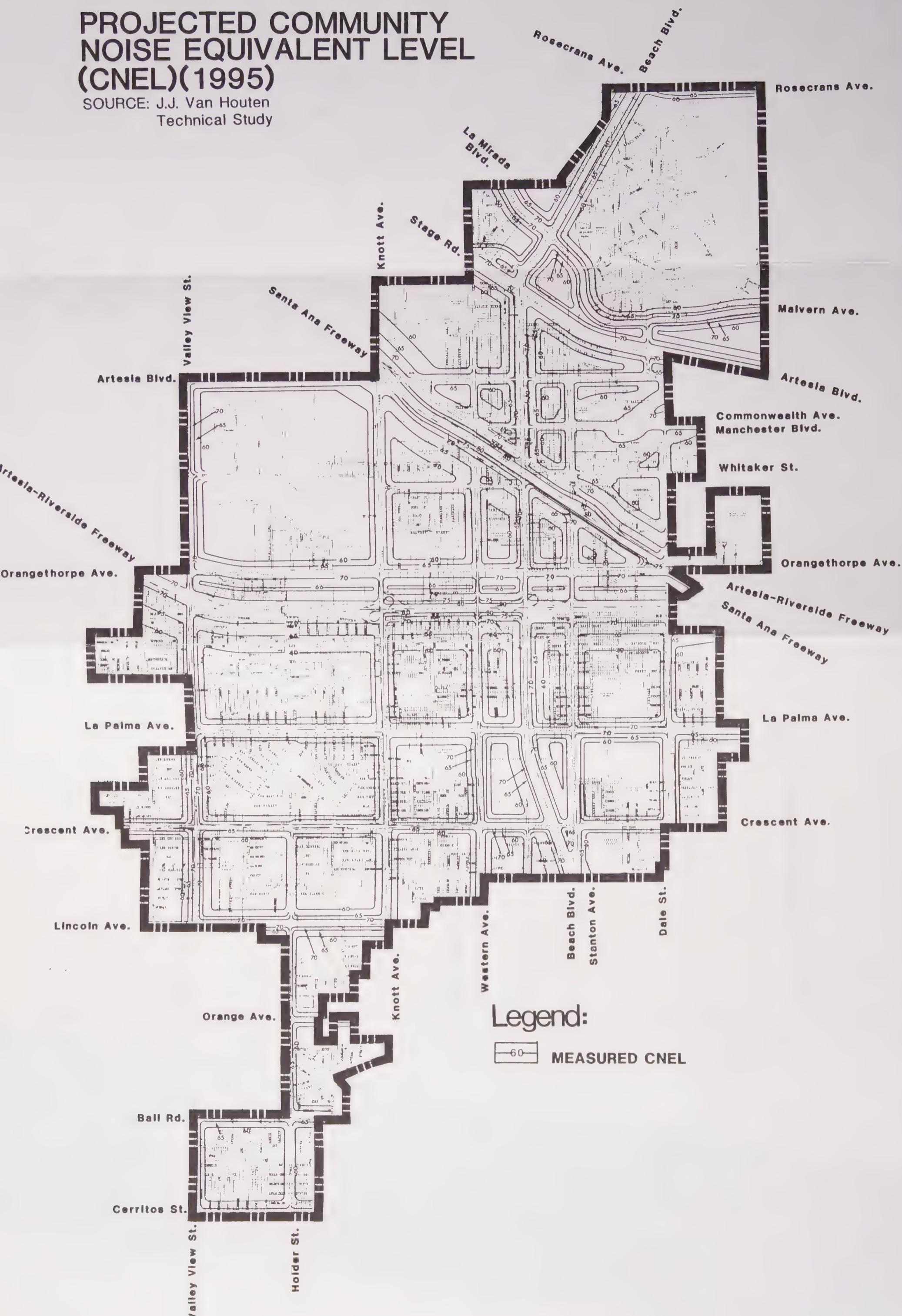
The impact of construction activity noise is considered minimal for the two or three months of activity which occurs during the daytime hours. Late night and weekend disturbances caused by construction noise may create a significant impact when experienced at near-by residential locations.

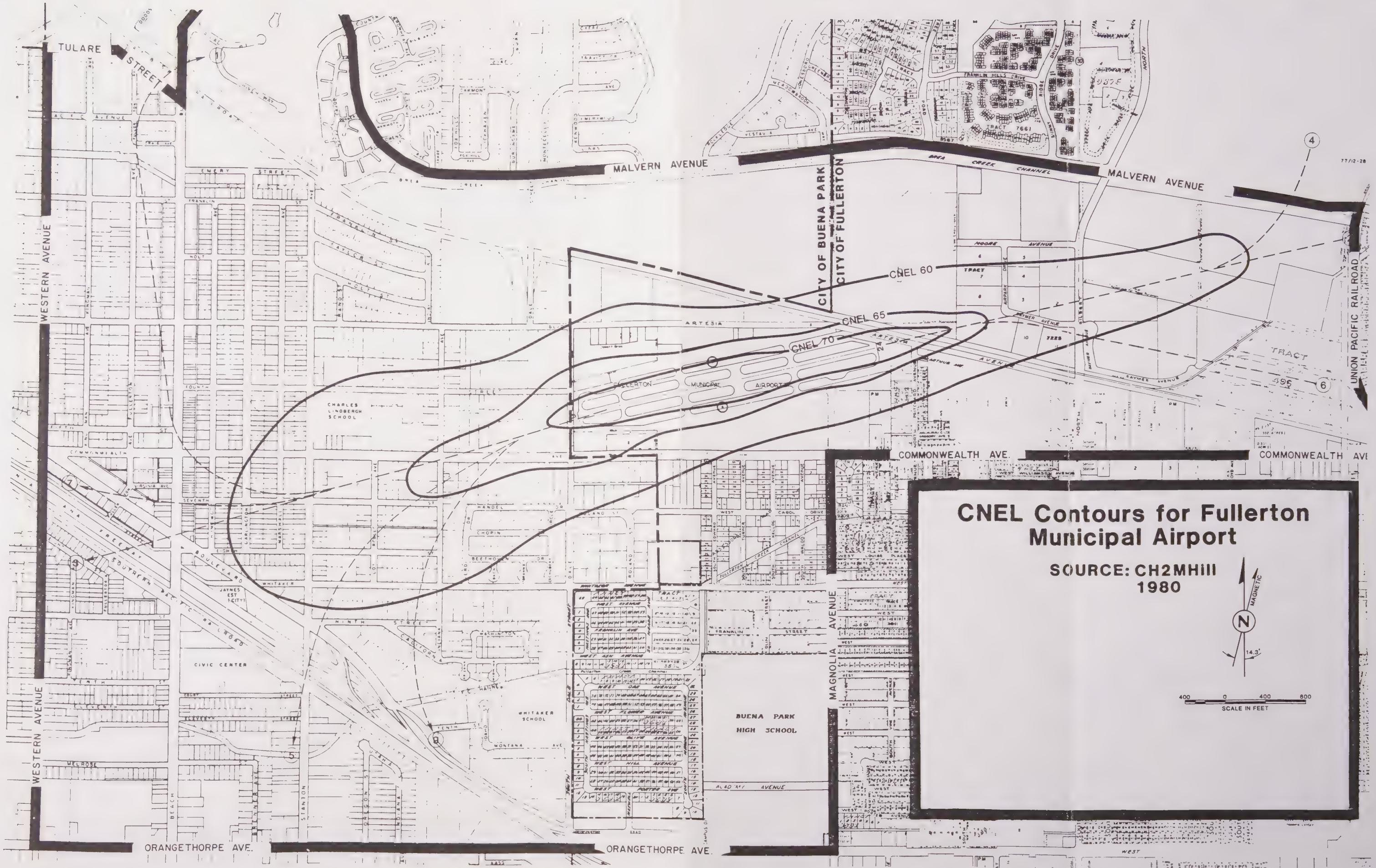




PROJECTED COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)(1995)

SOURCE: J.J. Van Houten
Technical Study





CNEL Contours for Fullerton Municipal Airport

SOURCE: CH2MHIII
1980

3.0 PROBLEMS AND NEEDS SUMMARY

3.1 Significantly Affected Areas

Portions of Buena Park are significantly affected by noise as shown on the CNEL Noise Contour Maps. Some of the more affected areas include the Artesia and Santa Ana Freeway corridors, the Beach Boulevard corridor, and the Valley View Street corridor. Portions of other corridor areas along the City's major arterials are significantly impacted as well as the northeast section of the City, which is affected by Fullerton Airport traffic.

3.2 Noise Sources

In the City, there are five major sources of noise:

(1) Traffic on the Artesia and Santa Ana Freeways; (2) Traffic on the major arterials within the City; (3) Operations at Fullerton Municipal Airport; (4) Railway traffic on the A.T & S.F., Southern Pacific, and Pacific Electric railways; and (5) Commercial/industrial activities. When the noise from these sources impacts residential and other noise-sensitive areas, the welfare of the citizens who live and work in those areas is compromised. Mitigation measures need to be investigated and implemented when and where possible.

3.3 Residential Exterior and Interior Noise Levels

3.3.1 Exterior Noise - An acoustical analysis should continue to be required for new developments within the 60 dB CNEL contours of the freeways, highways, streets and other traffic corridors within the City. This analysis should indicate the existing and projected CNEL's on the site and the method(s) by which the traffic noise is to be reduced or controlled to no more than 65 dB within the exterior living space of the project.

Noise needs to be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate a noise problem for a site to be constructed adjacent to the noise sources. Other effective noise reduction tools include the use of earthen berms, sound reducing walls, and generous setbacks from roadways.

3.3.2 Interior Noise - New multiple-family residential units to be located within a CNEL contour of 60 dB or greater are required to include an acoustical analysis as part of the project design. This analysis must indicate that the interior living space of the units will not exceed a CNEL of 45 dB. (State Noise Insulation Standards, California Administrative Code: Title XXV, Section 1092). These standards should be applied to all new single-family structures as well.

In order to comply with these standards, new developments may need to provide such features as sound rated windows, additional insulation in exterior walls or roofing systems, vent or mail slot modifications or relocation to reduce sound propagation into the dwelling, and/or forced air ventilation if the interior CNEL cannot be met without keeping windows closed.

3.4 Vehicular Traffic Noise

The most serious noise problem in the City emanates from the freeways, highways, and major arterials. Residential locations directly adjacent to the freeways are exposed to traffic noise in the range of 70 to as high as 80 dB during portions of the day. Noise barrier heights of from 10 to 12 feet are needed at locations adjacent to the Santa Ana and Artesia Freeways within the City to reduce the noise to recognized standards. Construction of a sound barrier, to be effective, must be as close as possible to the near lane of traffic. This often requires the actual construction of the barrier on the freeway right-of-way which is under State jurisdiction. Therefore the City needs to cooperate with Caltrans and any other appropriate agencies in effecting barrier construction or other measures designed to protect the citizens from excessive noise.

The highways and major arterials also contribute significant noise problems in residential and other noise sensitive areas. The reduction of noise by the use of noise barriers is often difficult and expensive to achieve. The State has a noise regulation as part of the Vehicle Code. In addition, the Environmental Protection Agency has established policies for the regulation of vehicle noise. The City needs to continue to encourage the enforcement of these regulations and policies, as well as those policies and programs in the Circulation Element which might serve to reduce vehicular traffic noise.

3.5 Airport Noise

The City needs to cooperate with the Airport Authority and consider the recommendations of the Fullerton Municipal Airport Advisory Committee, which has a City representative, in order to minimize existing and future noise impacts of the airport. Several measures should be recommended for implementation, and these have been specified in Section 5, Policies and Programs.

3.6 Train Noise

The movement of trains within and through Buena Park causes excessive noise levels, particularly in the northern portion of the City. In order to minimize noise impacts, the railroad companies need to be encouraged to provide regular maintenance to the tracks and trains, and incorporate, when possible, noise attenuation features which might become available as technological improvements evolve. Additionally, the City needs to monitor any future expansion of railway operations, particularly if they might further impact residential and other noise sensitive areas.

4.0 GOALS

To ensure that the health and well being of the citizens of Buena Park are not being compromised by exposure to excessive and possible harmful levels of noise, and to provide a quality environment in which the citizens of Buena Park may live, the following goals have been established.

- 4.1 Establish the appropriate standards and the related technological base for the maintenance of a noise control ordinance.
- 4.2 Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and in the continuing enforcement of the City's policy concerning noise control in residential construction.
- 4.3 Develop strategies for abatement of excessive noise exposures.
- 4.4 Protect those existing regions of the City for which noise environments are deemed acceptable and also those locations throughout the City deemed "noise sensitive".
- 4.5 Encourage the reduction of noise from all sources such as motor vehicles, trains, airports, commercial/industrial activity and home appliances.
- 4.6 Promote increased public awareness concerning the effects of noise and provide methods by which the public may assist in reducing noise.

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the identified noise related problems and needs within Buena Park, and to meet the requirements of the planning process, the following policies and programs have been set forth.

5.1 VEHICULAR TRAFFIC

5.1.1 POLICY

The City will encourage noise barriers to be constructed along the Artesia and Santa Ana Freeways.

5.1.1a Program: The City will actively participate in the legislative process leading to a viable means of financing the construction of noise barriers along the two freeways.

5.1.1b Program: The City will actively cooperate with Caltrans and other appropriate agencies to effectuate the construction of noise barriers along the freeways.

5.1.2 POLICY

The City will continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City, as well as any contractual agreements pertaining to noise.

5.1.2a Program: Continue to encourage all law enforcement agencies operating within the City limits to enforce the State Vehicle Code noise standards.

5.1.2b Program: Discuss possible noise control measures with the trash collecting service which contracts with the City to encourage the implementation of noise attenuation or abatement measures.

5.2 RAILWAY TRAFFIC AND OPERATIONS

5.2.1 POLICY

The City will encourage the A.T. & S.F., Southern Pacific, and Pacific Electric Rail Services to reduce the level of noise produced by train movements within the City.

5.2.1a Program: Encourage the A.T. & S.F., Southern Pacific, and Pacific Electric rail services to minimize the level of noise produced by existing train movements.

- 5.2.1b Program: Monitor the existing operations on all three rail lines as well as any plans for future developments. Any actions that increase the level of noise throughout the City will be discouraged.

5.3 FULLERTON MUNICIPAL AIRPORT

5.3.1 POLICY

The City will encourage the reduction of flight operations from Fullerton Municipal Airport and discourage any future expansion of the facilities or intensification of operation.

- 5.3.1a Program: Monitor the existing operations of Fullerton Municipal Airport and any plans for future developments. Any actions that increase the level of noise throughout the City will be discouraged. These include increased flight operations and flight paths that pass over the City.
-

5.3.2 POLICY

The City will encourage the implementation of noise control procedures by the airport and consider methods by which noise exposure due to aircraft flyovers within the City may be minimized.

- 5.3.2a Program: Encourage the Airport Authority to adopt the following operational noise abatement methods:

- o Replace the 10 degree left turn from Runway 24 with straight-out departures until over Stanton Avenue;
- o Maximize the use of Runway 06;
- o Raise the traffic pattern from 1100' MSL to 1400' MSL;
- o Actively enforce all operational procedures.

- 5.3.2b Program: Consider reducing the impact of aircraft noise within City boundaries by adopting the following land use control measures:

- o Change the zoning category of residentially zoned land in areas within the 65 CNEL contour created by airport operations to industrial or commercial zones; and
 - o Institute overlay zoning to restrict height and to require a conditional use approval for new construction in the 65 CNEL contour caused by airport operations.
-

5.4 INTERIOR AND EXTERIOR NOISE LEVELS**5.4.1 POLICY**

The City will adhere to planning guidelines which include noise control for the interior living space of all new residential developments within noise impacted areas.

- 5.4.1a **Program:** The City will require that State standards for exterior-to-interior noise control be applied to all new single and multi-family structures.
-

5.4.2 POLICY

The City will adhere to planning guidelines which include noise control for the exterior living space of all new residential developments within noise impacted areas.

- 5.4.2a **Program:** The City will adopt guidelines which consider noise as an early factor in planning future residential developments.
- 5.4.2b **Program:** Discourage residential development within a 65 CNEL contour unless mitigative measure are implemented which reduce noise levels to 65 CNEL or below.
-

5.5 OTHER NOISE CONTROL POLICIES AND PROGRAMS**5.5.1 POLICY**

The City will consider noise control requirements for all new equipment purchases.

- 5.5.1a **Program:** Noise levels produced by equipment will be considered a factor in the procurement process.
-

5.5.2 POLICY

The City will continue to encourage its agencies to observe the State and Federal occupational health and safety noise standards.

- 5.5.2a **Program:** The City should continue to encourage the enforcement of all State and Federal health and safety regulations.
-

5.5.3 POLICY

Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near noise-sensitive areas such as parks, hospitals, libraries, convalescent homes, etc.

- 5.5.3a Program: Maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.
- 5.5.3b Program: Consideration will continue to be given to buffering noise-sensitive areas from noise generating land uses.
- 5.5.3c Program: Encourage the use of noise evaluations in environmental impact reports and statements, which take into consideration not only the annoyances, but also the economic implications of noise.

5.5.4 POLICY

The City will continue to monitor noise throughout Buena Park and enforce the standards and regulations of the Orange County Noise Ordinance.

- 5.5.4a Program: Continue the liaison between the City and the Orange County Health Department for implementation of the above policy.
-

5.5.5 POLICY

The City will implement a review process concerning its policies and regulations affecting noise.

- 5.5.5a Program: Review ongoing policies, programs, and ordinances every five (5) years or as warranted by technological developments, as per State guideline requirements.
-

ENERGY CONSERVATION

1.0 INTRODUCTION

Escalating costs and questions concerning availability of fossil fuels have led many local governments to reassess their policies and goals concerning energy use. Domestic, commercial and industrial consumption of energy will no longer be able to depend entirely on the traditional fossil fuels in the long term. Further, price and availability of traditional fuel sources is usually out of control of the local government. To assure the long-term viability of economies and the well being of residents, Buena Park must develop goals and implement policies which effect reduction in energy consumption within the community through conservation and utilization of alternative sources. Considerations should be given to incorporating renewable energy sources into the energy base for the community, along with more traditional sources which may to some degree, be controlled locally.

1.1 Authorization

While the Energy Conservation Element is a permissive one, it has been included in the General Plan in response to the effects of energy costs on household and government budgets alike. Although much of the energy conservation focus has been on state and national efforts, the local government and its citizens can do much to reduce consumption through implementation of the policies and programs of a community-wide energy conservation plan.

1.2 Organization

As with most of the other General Plan elements, the Energy Conservation Element has been organized into five sections. This section introduces and justifies the inclusion of the Element, while Sections 2.0 and 3.0 provide the background of the City's energy consumption and potential areas where conservation may be realized.

Sections 4.0 and 5.0 draw upon the discussions of the previous sections to establish goals and policies and programs through which the community may realize energy savings.

2.0 EXISTING CONDITIONS

Energy is consumed in two sectors, a stationary sector and a mobile sector. The stationary sector is comprised of residential, commercial and industrial uses at fixed locations. Mobile sector consumers include all vehicles used for transportation, the major consumer being the automobile. Today in Buena Park, both of these energy consumption sectors are completely dependent upon fossil fuels as an energy source.

Buena Park of 1962, approximately nine years after its incorporation, found itself in the center of a rapidly growing freeway network in Southern California. The Santa Ana Freeway placed Buena Park only 25 minutes from downtown Los Angeles, while the Riverside Freeway provided a traffic corridor into the South Los Angeles area.

This arterial orientation to the demands of the City of Los Angeles during this period, shaped Buena Park into a satellite community that was to serve as a suburban "bedroom" community. Also, concurrent with this period was the economic factor of inexpensive energy. Hence, transportation, building design and siting and production of goods all revolved around energy that was considered cheap, plentiful and on-going. Few, if any, aspects of energy conservation were built into Buena Park's development.

Today, however, the City of Buena Park has an Energy Committee consisting of City Staff along with the eventual addition of concerned citizens. The basic function of the Energy Committee, upon official activation, will be the establishment of priorities with regard to the implementation of energy programs and their on-going functions.

2.1 Energy Conservation

2.1.1 Stationary Sector

At present all solid waste products generated in Buena Park are sent to the county dump. There are no ongoing recycling programs within the City.

Recycling provides many energy benefits to a community through:

- o Decreasing the amount of solid waste needed to be landfilled;
- o Decreasing the economic needs of industry by providing a portion of raw materials;
- o Increasing community awareness of conservation by involving citizens directly in recycling effort; and
- o Generating revenues by the sale of recycled materials which, in turn, support the fiscal needs of a recycling program.

Many municipalities nationwide have found value, both economic and environmental, in established recycling programs. To increase cost-effectiveness, many recycling efforts are undertaken on a regional scale through creation of solid waste management districts. The existing infrastructure of the Orange County solid waste facilities could be utilized in a recycling program.

Common items which are recycled are paper, glass, aluminum, and oil. These items are easily reprocessed and have established resale markets. It is of prime importance to any recycling program to establish solid markets for recycled materials. In this way subsidy by governments is reduced to a minimum or in the best case, revenues are generated. Central, convenient location of recycling centers are also a must for a successful recycling program. Minor modifications in trash pick-up by the city or contracted by the City may help facilitate recycling.

The existing built environment of Buena Park has little chance to assimilate new development. Thus, reduction in energy use and increasing energy efficiency can best be accomplished by retrofit, rehabilitation and redevelopment of existing structures and developed sites.

The Redevelopment Plan for the Central Business District area, adopted in July 1979, provides a vehicle whereby such energy efficient redevelopment can take place.

2.1.2 Mobile Sector

Today, Buena Park utilizes the Orange County Transit District (OCTD) bus system. The routes which provide service to commuters and shoppers are illustrated and discussed in the Circulation Element. This system effectuates some energy conservation through reduction of the total number of single passenger automobile trips taken within the City.

The OCTD is presently undertaking a study of the Santa Ana Transportation Corridor which traverses Buena Park. The study centers on the best solution for improvements to traffic flow which exceed design capacity. See the Circulation Element for additional information.

To further investigate the energy conservation potential within the mobile sector, a Multi-Modal Transportation Center Feasibility Study will examine the Beach Boulevard Corridor for potential multi-modal center locations and will culminate in detailed site plans for the two most feasible sites. This study clearly has circulation as well as energy conservation implications and is also discussed in the Circulation Element.

2.2 Alternative Energy Sources

2.2.1 Stationary Sector

Since much of the construction in Buena Park took place in the 1950's and 1960's when energy was relatively inexpensive and plentiful, most structures depend entirely on traditional fuels (oil, gas and electricity) as energy sources.

No surveys have been conducted to discover existing alternative sources which are being used within the City. During the Windshield Housing Condition Survey, described in detail in the Housing Element, a small number of residential units exhibited solar panels as an alternative energy system.

Solar energy can be efficiently utilized for space heating, space cooling and water heating. Solar water heating is practical for new construction and retrofitting of existing structures. Passive space heating and cooling systems could be quite practical in Buena Park. However in many instances it would require re-orientation and redesign of existing structures, but could be instituted with all new development and redevelopment.

Capital investment for solar energy systems can vary a great deal depending on the nature of the system. Passive solar design costs can be incorporated into building design budgets and can represent only a small fraction of the overall design costs. Costs associated with conservation of active systems can be substantial, depending on the programmed needs for heating and cooling, but may not be any greater than conventional systems. Additionally, cost savings for active systems can be realized by incorporating passive solar design features. The obvious cost saving feature of a solar energy system is the elimination of need for purchasing fuel. However, like conventional energy systems, active solar energy systems have maintenance costs.

Incentives for institution of solar energy systems are many. Low interest loans and tax deductions are available to homeowners and businesses alike to help defray capital costs for implementation of solar energy systems. In addition, federal grants to private citizens and local governments have been available for demonstration projects.

Biomass energy is contained in plant tissues and is released in various forms during the processes of decay or consumption. Municipal wastes, both liquid and solid, are the most available source of biomass energy to Buena Park. The most cost-effective programs for a city the size of Buena Park, would be development of a regional biomass energy production system that would pool the capital and waste resources of several adjacent communities. Several technological processes are presently operating in other municipalities across the United States which could provide Buena Park with a model for biomass energy conversion. Pyrolysis (Baltimore, Maryland), gasification (Mountain View, California) and several other biomass systems operated by local governments. Other alternative energy generating systems are operated on a cooperative regional basis.

Technology for capturing wind energy on a large scale cost-effectively is presently in the research stage. However, in the near future this form of energy should not be overlooked in providing localized power supplies for electricity. Privately owned wind driven power generators are successfully providing electrical power to individual homes, but this has not seen widespread application due to initial capital investment, availability of land, and lack of citizen awareness.

2.2.2 Mobile Sector

The local jurisdiction of Buena Park has little control over the availability of alternative energy sources within the mobile sector. Ethanol, alcohol,

ENERGY

methanol, and electricity are alternative energy sources receiving close attention as to their capability for providing fuel for reliable movement of people, goods and services. At the present time these energy sources are being tested in private and public research efforts and are not available for large scale commercial distribution.

3.0 NEEDS

3.1 Energy Conservation

Success of efforts to conserve energy within Buena Park depend on having a well informed citizenry and city staff who understand both the short and long-term costs and benefits of instituting energy conserving policies and programs. Only in this way can a broad base of support for a high level of participation in city-wide energy management programs be achieved.

3.1.1 Stationary Sector

The existing built environment of Buena Park has little chance to assimilate new development. Thus, reduction in energy use and increasing energy efficiency can best be accomplished by retrofit and rehabilitation of existing structures. However, within the Central Business District Redevelopment Planning Area, opportunities exist to implement energy conserving building designs and site plans as the redevelopment is undertaken.

A basic conservation need within the stationary sector is to increase building energy efficiency through operations and design. Given the already extensively built environment of Buena Park, the conservation measures most appropriate are:

- o Building Operations Modifications -improve maintenance of equipment, reduce lighting requirements, and rehabilitate heating and air conditioning systems.
- o Building Design Modifications - increase insulation, consideration of color and other thermal properties of building materials, size and location of windows, landscaping and shading. For any new structures, the above considerations plus proper building orientation could facilitate additional energy cost savings.
- o Equipment Design Modifications - use equipment designed for minimum energy consumption that still meets performance needs, such as energy efficient heating and air conditioning systems and street lighting. Concern must be given to using systems which are both cost effective and energy efficient.

These measures should be applied to both the public and private sectors during construction of new development, rehabilitation, and redevelopment.

An additional area of energy conservation need in the stationary sector is the effective operation of a recycling program within the City. As discussed earlier, this program could be based on a cooperative effort with surrounding communities. It will be necessary to investigate the cost-effectiveness of a regional vs. a city-operated recycling program. The present solid waste disposal system utilized at the County dump is by nature a temporary solution to disposal of recyclable materials. Thus, in the future an alternative must be available.

3.1.2 Mobile Sector

The initial steps needed to conserve energy within the mobile sector must be to increase vehicular efficiency and reduce the percentage of single-rider automobile trips as a transportation mode within the City.

Vehicular efficiency is largely controlled by the Federal government and consumer buying patterns. Although the City of Buena Park has little influence over either of these factors, it should actively support programs dealing in this area if energy consumption is to be reduced.

The reduction of single passenger automobile trips, within the City can in part be influenced by an active effort by the City government. The need for this reduction is expressed in the daily traffic congestion along major arterial streets and the Santa Ana Freeway. A further discussion of existing problems is found in the Circulation Element. Encouraging the formation of car pools for commuters both leaving and entering the City each day, and encouraging increased bus ridership are two strategies which could reduce single rider automobile trips. Active involvement in Orange County Transit District (OCTD) planning efforts could assure the most efficient location of mass transit routes and high quality of service within Buena Park and could provide energy savings through increases in bus ridership.

Bikeways provide an alternative means of transportation which could contribute to reducing the use of automobiles, thus conserving energy. The present system is neither extensive enough nor properly delineated for practical use. The City needs to coordinate with the County in developing a safe, regionally linked system of bikeways. Existing and proposed bikeways are discussed in the Circulation Element.

Land use patterns, particularly proximity of employment centers to worker residences, can contribute to reducing mobile energy needs. This potential for energy use reduction is closely tied with the ability of the city to provide employment and housing to its work force. If commuting distances are shortened through modifications in land use patterns, alternative forms of transportation such as bicycling, walking and bus ridership may become more attractive to the commuter. In addition to being dependent on an efficient land use pattern, use of bikeways and walkways depends on their accessibility, capacity and aesthetic design. The redevelopment of the Central Business District in conjunction with the surrounding residential areas could provide for this need.

3.2 Alternative Energy Sources

Certainly Buena Park can achieve significant energy savings solely through intensive conservation efforts in the public and private sector. However, in the long run, transition to renewable energy sources is the best way to assure the community's stability and economic viability over time.

3.2.1 Stationary Sector

3.2.1a Solar Energy - Given the mild climate and resultant low heating and cooling requirements found in Buena Park, solar energy has the greatest potential to continuously supply sufficient energy for the community's needs. Today, very few residents of Buena Park are taking advantage of this renewable energy

supply. Available solar technology could provide a substantial portion of the energy needs in Buena Park today for residential, commercial and institutional uses. However, for this to be realized, a concerted effort needs to be undertaken by the city government and the private sector through retrofitting and redevelopment.

3.2.1b Biomass - At present the disposal of municipal wastes within Buena Park is energy inefficient. To meet the need of becoming more energy efficient, a biomass energy production system could be introduced. To implement such a system, Buena Park should investigate the possibility of being involved in a regional system, much like a recycling effort. In fact, the two combined, could contribute to reducing net energy consumption on a regionwide basis.

3.2.2 Mobile Sector

Buena Park needs to be aware of on-going research directed at producing alternative energy sources for transportation. Any alternative which proves successful at large scale commercial distribution could produce significant reduction in energy needs in the mobile sector.



SOLAR ROOF PANELS

4.0 GOALS

In order to provide adequate energy supplies for the needs of residents of Buena Park, the following goals have been established.

- 4.1 Effectuate energy conservation measures in both the public and private sectors of the Buena Park community.
- 4.2 Integrate appropriate alternative energy sources and technologies into the energy base of the City.

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address energy conservation and alternative energy sources, and to satisfy the requirements of the planning process, the following policies and programs have been set forth.

5.1 ENERGY CONSERVATION

5.1.1 Policy

Promote, practice and encourage workable energy conservation techniques within Buena Park.

5.1.1a Program: Undertake city-wide energy awareness programs.

5.1.1b Program: Organize and administer appropriate recycling programs on a city-wide basis or on a regional cooperative basis with appropriate surrounding communities.

5.1.1c Program: Include energy efficiency assessments in site design and building design reviews to insure that new development or redevelopment addresses community energy goals and objectives.

5.1.1d Program: Promote activities such as carpooling, bus ridership, bikeways and other alternative forms of travel, which reduce energy consumption by commuters.

5.1.1e Program: Support and provide input, where appropriate, to State and County transportation planning efforts.

5.1.1f Program: Pursue funding and implementation of the recommendations set forth in the Multi-Modal Center Feasibility Study.

5.2 ALTERNATIVE ENERGY SOURCES

5.2.1 Policy

Promote utilization of alternative energy sources within the City.

5.2.1a Program: Investigate applicability of alternative energy sources in Buena Park to include solar energy and biomass energy production.

5.2.1b Program: Provide input, where appropriate, for ongoing alternative fuel source research and support legislation funding such activities.

5.2.1c Program: Offer appropriate input to and become aware of ongoing research into alternative energy sources through the Buena Park Energy Committee.

URBAN DESIGN

1.0 INTRODUCTION

In Buena Park, elements of urban design are largely confined to man-made features such as the gridiron system of roadways, freeways, 50's architectural-type structures and uniquely constructed tourist attractions. These features are sited upon the largely flat topography of the City, with the exception of the Bellehurst area, so that today most of the major visual elements are fixed. Therefore, decisions that affect urban design character will impact a large segment of Buena Park. If these decisions are to be made wisely, the people of Buena Park must remain keenly aware of the City's present and potential urban design character and the effect that land use and other types of changes might have on this character.

The intent of the Urban Design Element is to provide information and guidelines for actions which might enhance the livability and investment potentials of the City by insuring a high level of quality in the design and redesign of the City's physical forms. Also, the Urban Design Element discusses those design concepts which are felt to be applicable to Buena Park's nature and physical identity.

1.1 Authorization

The Urban Design Element is a permissive element. That is, it is not required by the Government Code for inclusion in the General Plan. However, if included it is as binding on the City as are the required elements.

Citizen input into the General Plan update indicated that citizens of Buena Park considered urban design goals and issues to be significant to the "quality of life" within the City, and the Urban Design Element is, in part, a response to the concerns of the citizens.

1.2 Organization

The Urban Design Element has been divided into five sections, with the first two sections, together, providing information regarding the nature and intent of the element and describing the development of the components which have shaped Buena Park's identity and image in both positive and negative ways.

Section 3.0 further analyzes the problems associated with those components and suggests strategies for improvement.

Sections 4.0 and 5.0 establish goals and policies and programs which aim to promote the continuing development of a community which is well organized, visually pleasing and operates efficiently for the benefit of its citizens, businesses, and visitors.

2.0 EXISTING CONDITIONS

Buena Park is located on the historic El Camino Real route and was once a station stop for stagecoach lines. James Whitaker, the City's founder, bought the land on paper in Chicago and filed with Los Angeles County in 1887, to establish the City of "Buena Park".

Buena Park, in its early years, was a small town surrounded by agricultural land. Its boundaries increased from the 690 acres of Whitaker-owned land to 1600 acres in 1953, the year of the City's incorporation. Today, there are approximately 6,576 acres of land in Buena Park.

The City of Buena Park is now surrounded by several other communities that include Anaheim, Fullerton and La Mirada, which were companions through the same metropolitan expansion of the 1950's, and which, today, share similar cityscape qualities.

Few cities achieve the distinction of a unique identity. This is especially true in Southern California, where one city tends to flow into the next without any discernible landmarks or demarcations. This, coupled with the meandering political boundary of Buena Park, has resulted in an unclear city image that is not readily distinguishable from neighboring cities.

The following sections identify and discuss the various components which influence the City's physical and perceived images.

2.1 Identity

Buena Park was one of the first established cities in Orange County, and reflects this early development around the CBD area. However, the City has grown from this core area to include the housing expansion of the 1950's, and the various tourist attractions along Beach Boulevard that draw a visiting population from the immediate region, the state and the nation. Today, many aspects of the cityscape underpin the premise that it is a city typical of the ideal of "California living".

One such aspect is the relatively low residential density throughout the City. Another aspect is the City's low profile. That is to say, while the area is almost completely developed, and in many areas appears to be structurally dense, it nonetheless gives the impression of being a pleasant suburban community free from the pressures of some of the more congested areas in Los Angeles County. While Buena Park does have a low intensity of use from a development standpoint, this is further emphasized by the amount of space in and around buildings.

With regard to the form and setting of Buena Park, it can be observed that the City is physically criss-crossed by major highways, freeways, railroads and power transmission lines that contribute to the City's physical fragmentation.

On the other hand, the housing expansion of the 1950's resulted in large concentrations of housing with no discernible neighborhood boundaries or identities other than these physical barriers. Although some of these transportation and utility corridors have had debilitating effects on the City's overall sense of unity, others offer various opportunities for the future, especially in terms of increasing open space and recreational opportunities.

2.2 Traffic Corridors

Of particular importance for any urban design strategy in Buena Park is consideration of circulation patterns. The overall street pattern in Buena Park reflects the standard land plotting system of a one-mile grid of arterial streets running north-south and east-west. Most of the remaining street layout of Buena Park is also organized around these grids, which has in general been carried through to site design within the City. Residential areas within Buena Park were built primarily during the metropolitan expansion of the 1950's and 1960's, which were supported by and resulted from the concurrent growth in the freeway network of Southern California. The physical layout within these low-density residential areas reflects a predominant use of cul-de-sacs, dead-end streets, staggered intersections and occasional curvilinear streets.

Another characteristic of traffic corridors in Buena Park is the lack of unification of elements involved in street design which, if properly utilized, could limit, control or direct access and speed of vehicles. This absence presents a problem in proper usage of major arteries, primary streets and local collector streets; hence, it results in conflicts with regard to vehicular volumes and speed. An example of this is the exit onto Manchester Boulevard from the Santa Ana Freeway. The Circulation Element describes this in more detail.

Typical of the time of rapid residential expansion was the placement of all power and telephone lines above ground along transportation corridors. The result of this is that residents are often confronted by a maze of wires and poles. This not only has visual impacts, but also eliminates ground and air space from design considerations in terms of landscaping, sidewalks and street widenings.

Absence of landscaping along Buena Park's commercial traffic corridors and medians has often limited the streetscape to the hard forms and the monotonous colors of asphalt and concrete. Aesthetically, the quality and character of the majority of streetscapes ranges from above-average, generally, to minimal in specific areas. Additionally, the absence of trees, except in the immediate traffic corridors surrounding Knott's Berry Farm, affords no protection to pedestrians from summer sun or seasonal winds. Inadequacy of street tree plantings were documented by field survey, input from citizens meetings, and information provided in the Redevelopment Plan. Buena Park has developed a Median Planting Master Plan which sets forth standards for streetscape plantings.

Of final concern are the two freeways which bisect the community of Buena Park. The freeways form physical as well as visual barriers to pedestrians and motorists, alike, and generate varying levels of noise and air pollution that affect the adjacent areas.

2.3 Architecture

In evaluating Buena Park's identity it is necessary to recognize the importance of the visual quality of architecture in establishing a positive image for the City. Architectural forms are, in most cases, the dominant visual element in the urban environment and, as such, have a major effect on establishing the image and identity of any area.

Buena Park's development over the past 30 years has resulted in architecture reflective of the predominant styles of the 1950's, with the majority of the buildings and residences being constructed during the short span of time from 1953 to 1965. Some of the areas of Buena Park, especially the CBD area, now suffer from a lack of visual cohesion caused, in part, by the unrelated appearance of the architecture. Freedom of expression is a necessary part of architecture, but that expression should be tempered with protection from the influence of visual elements which have a basically disorganizing effect.

2.4 Historic Preservation

The remnants of past development in Buena Park, whether they be residential, commercial or other structures, provide a link with Buena Park's past and produce a sense of stability and orientation not easily found today. It is for this reason that every effort should be made to rehabilitate and re-use unique older development, as in the case of the Whitaker Jaynes residence, rather than lose a physical reminder of the City's heritage and identity. The Historical Preservation Element identifies significant sites which contribute to the City's image and sense of identity.

2.5 Residential

Residential development is by far the most extensive land use within the City. As such, this use must be addressed as a major element of an urban design strategy and economic strategy, as well.

Since the 1950's and until recently, development, for the most part, apparently was based on immediate housing demands and economic considerations. However, the potential economic benefits to the City of a more comprehensively directed housing program were not considered. This approach has resulted in a lack of diversity in the housing stock and concomitant site planning that are perhaps the two most critical factors to be dealt with in improving the appearance and function of Buena Park's residential areas.

The basic gridiron pattern of the major streets dictated the form of subsequent residential development. It is this gridiron pattern which is the most constraining factor in attempting to bring a more aesthetic and distinctive environment to neighborhoods in Buena Park.

An area within Buena Park that is a noteable example of imaginative site planning is Bellehurst. There, the lots are larger, roadways are curvilinear and housing structures are more varied than is typical of most of the City. Clearly, this is a result of site planning which responded to the natural hilly topography of this area of the City.

2.6 Commercial

Commercial development within Buena Park is predominantly of the "strip commercial" variety. That is, small storefronts built on shallow lots along major thoroughfares and busy intersections. The exception to this within the City is the Buena Park Mall, the tourist-entertainment corridor along Beach Boulevard, and other small commercial centers throughout the City where commercial outlets have been consolidated.

Of special concern in Buena Park are the aging buildings with poor access along portions of the strip commercial areas, which have caused potential customers to go elsewhere for goods and services. Specifically, in the downtown area, the on and off-street availability of parking is limited and has become a factor in the success of commercial ventures. The orientation toward the automobile has increasingly drawn large numbers of cars into a limited area and, at the same time, ignored the potential for pedestrian travel between establishments. As a result, several regional shopping centers, including the Buena Park Mall, are more heavily patronized by residents of Buena Park.

The appearance of many commercial establishments has not been maintained at a level which reflects positively on Buena Park. Proliferation of uncontrolled signs, in an effort to attract customers, has detracted from the appearance of commercial areas. At times, the plethora of signs has possibly confused more than attracted the shopper. Architectural design and landscaping are two areas where improvement could be made through careful consideration of both the individual businesses and commercial areas as a whole.

2.7 Industrial

Buena Park's industrial areas have effectively foreseen and implemented the present trend toward the industrial park concept. This, in part, is due to the location and availability of rail and freeway access. Also through a combination of ordinances and voluntary beautification efforts, building architecture, signing and open space has made Buena Park's industrial areas into a distinctive, well-defined district. Similarity of design treatments from one industrial establishment to the next have provided unifying elements. However, in some cases where industrial boundaries abut residential neighborhoods, effective buffering areas have not always been incorporated to appropriately separate the two areas.



3.0 NEEDS AND ALTERNATIVES

City staff and citizen groups clearly expressed, through the results of questionnaires, the sentiment that the appearance and efficiency of Buena Park as a city was inadequate for many of their needs and desires. Areas that were consistently identified as needing improvement are traffic corridors and large unattractive areas within the City. The problem faced by Buena Park today is the lack of concern, in the past, for the whole of the City's environment or the design of individual elements into a cohesive interrelationship. Images perceived by citizens and city staff in a free mapping exercise are illustrated on the Community Image Map.

3.1 Identity Needs

Because there is overall little differentiation between Buena Park and the immediately adjoining areas, it is important that the City develop and reinforce its identity as a unique entity. To do so will allow its residents to take increased pride in their community, while adding to social cohesion.

Improvement of Buena Park's image and identity can begin with developing a recognizable design pattern within the City that enhances the visual environment and promotes an efficient use of the cityscape.

Components of a design strategy for Buena Park should address scale and form of buildings, special design treatments for residential, commercial and industrial areas, and establishment of clear neighborhood identities.

In addition, the participation by community service groups and committees in Buena Park, such as the Beautification Commission, can greatly expand the scope of any program designed to enhance the City's image.

The Redevelopment Plan for the Central Business District adopted in April, 1979, should be implemented as a major component in improving the City's image. In this way the core area of the City could lead the redevelopment process for the City by incorporating sound urban design features.

3.2 Traffic Corridors

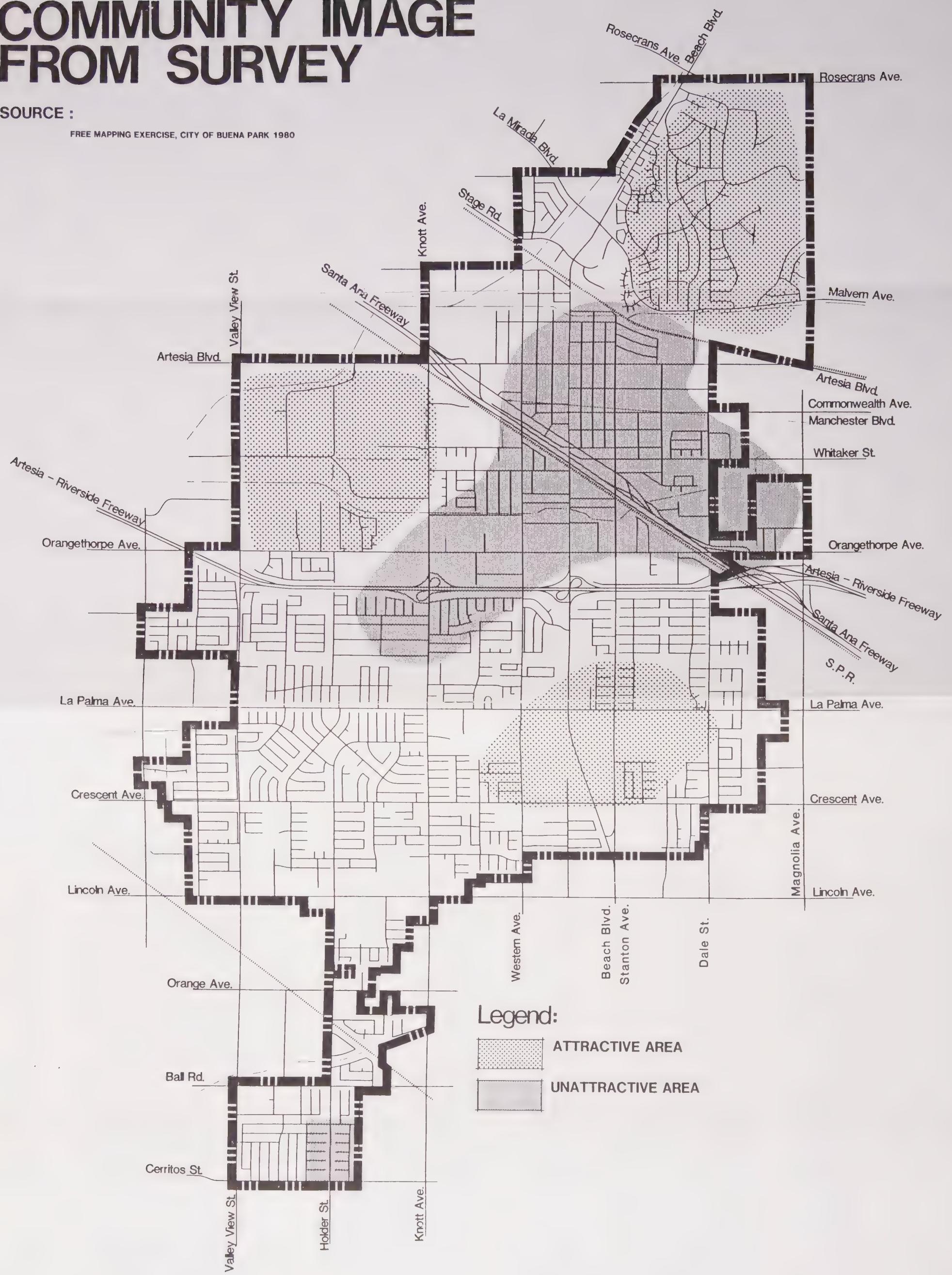
Improving Buena Park's traffic corridors can start with a design strategy aimed at strengthening circulation elements that control the flow and speed of traffic. Examples of this could be the strategic alteration of a grid pattern to a loop or cul-de-sac or the conversion of a two-way street to a one-way street. Utility poles and the wires they carry should be undergrounded and, in the case of light standards, a better relationship in theme and scale between the standards and their immediate surroundings would improve their overall effect. Beach Boulevard has an ongoing utility undergrounding program.

As a component in the improvement of landscaping traffic corridors and to assist in the improvement of traffic flow treatments, the existing Median Planting Master Plan should be implemented.

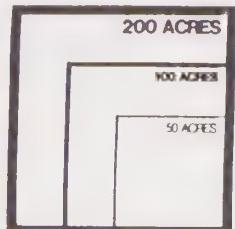
COMMUNITY IMAGE FROM SURVEY

SOURCE :

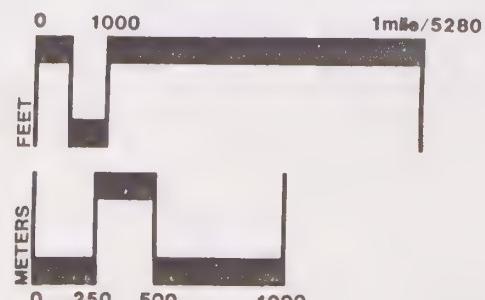
FREE MAPPING EXERCISE, CITY OF BUENA PARK 1980



THE SP GROUP
(Formerly Genge Consultants)



REVISED	RESOLUTION
200 ACRES	



The need for streetscaping is most apparent in the City's commercial areas. Located along arterial streets, these commercial areas are primary to Buena Park's visual identity. Landscaping is also underused as a tool to accommodate the smooth interfacing along traffic corridors of unrelated land use elements within Buena Park. In some instances, residential areas abut major streets, freeways and commercial or industrial facilities without the buffering that could be accomplished with the use of proper landscaping techniques. In addition, landscaped open spaces, schools and parks within Buena Park appear to be unrelated individual entities in that landscaped streets and other corridors do not become the linkages to tie the schools, parks and other open areas of the City into a cohesive open space network as referred to in the Open Space Element.

3.3 Architecture

It would be difficult to totally regulate the aesthetic qualities of architecture, and to do so would stifle the individuality and creativity in the design of new development or redevelopment. However, at present there are areas in Buena Park where abrupt changes in scale, architectural style and choice of materials tend to have a disorganizing effect on the visual environment as a whole. In most cases this is directly tied to abrupt changes in land use that are not accompanied by sufficient buffering areas. Two examples of this are tourist commercial areas along Beach Boulevard and the industrial development at the edges of the industrial park as they both relate to the adjacent residential areas. The need for some control over the visual effects on these adjoining land uses is clear.

Attaining a high level of aesthetic quality in the architecture of Buena Park's new development or redevelopment is essential to creating a well-designed, visually superior environment. Although cosmetic treatments can be applied to existing development, the entire image of Buena Park should be firmly based in the development of a city-wide design concept.

There are several strategies that could be utilized to promote standards of architectural compatibility among various land uses and urban activities, including the development of an educational program on good architectural and site design, and working with architects and site planners at the earliest possible stages to insure the City's goals and objectives are considered. The main objective of such measures is the improvement of Buena Park's physical image by the creation of an orderly, pleasing urban environment for the City. Recognizing this, the Redevelopment Plan for the Central Business District establishes architectural standards for the downtown area.

3.4 Residential

The majority of land in Buena Park encompasses residential usage. It is therefore necessary for each residential district within the City to contribute in a positive manner toward Buena Park's image as a whole.

The definition of a neighborhood can often just include the block or an area of several blocks around residents' homes. It is the section of the City that most residents are familiar with and care most about. It follows then, that if people are going to take pride in Buena Park they must first be able to take pride in their home and immediate neighborhood.

The individual identity of a neighborhood should be promoted visually through the use of design treatments appropriate for the specific neighborhood. Decisions on how best to improve the character of a neighborhood should be made by the City in cooperation with residents of that neighborhood. Technical assistance could be provided by various City departments. In this way an overall design continuity could be achieved for the City, while neighborhoods could establish or retain their own unique identities.

Landscaping is an effective means for creating or enhancing a distinctive visual image of a neighborhood. The repetition of one type of tree, shrub, flower or the combination of several types, sets a visual theme that could help strengthen an area's identity.

Design treatments to be considered should improve the livability as well as the visual appearance of the individual neighborhoods. A system of small landscaped areas is one way of achieving both objectives. In areas where non-residential uses are adjacent to residential neighborhoods, an effective buffering system, preferably utilizing landscaping materials, should be used to protect the residences from any negative effects caused by these other uses.

The disorganizing effect major transportation corridors have upon adjacent residential neighborhoods should be minimized. Heavily landscaped screening areas should be used to soften and block the negative views of freeways where they pass adjacent to residential neighborhoods. Residential areas abutting major arterial streets should utilize these same techniques, using both landscaping and earth contouring to create as effective a buffer system as possible.

Automobile through-traffic using residential streets should be discouraged and limited to those with a destination within that district. In areas where a number of residential streets connect with a major street, some of these streets should be considered for closure, further limiting access into the neighborhood. Others should receive special design treatments to slow, rechannel or discourage excessive traffic.

3.5

Commercial

The appearance of some commercial areas is presently not maintained at a level which reflects positively on Buena Park. The overall quality of these areas is generally not in keeping with the majority of the City's commercial establishments. In general, the environment of these areas is disorganized, with many unrelated and often transient businesses that do not function to their full potential. Chaotic signing and poorly designed development account for most of the negative visual effect of these areas.

With regard to the Central Business District (CBD), traditional retail activities are not necessarily the answer to revitalizing the downtown. The trend in the downtown area should be toward that set forth in the Redevelopment Plan for the Central Business District (April 1979). In part, this plan calls for continued commercial uses with the addition of office professional and specialty shops. Additionally, in order to improve traffic flow, parking, and downtown unification, the street system will be modified under this plan.

Design programs should be implemented in "strip commercial" business areas to increase their functionality and give them a more positive and cohesive visual identity.

Efficient movement within "strip commercial" areas is the key to their functionality. Safe, convenient pedestrian linkages should be designed across, as well as along, these streets. Vehicular traffic should be controlled carefully to eliminate dangerous situations caused by the large numbers of cars entering and leaving parking areas and making left turns in mid-block. Regulating the number of curb cuts will limit the number of points where cars could leave or enter traffic lanes. Shared parking should replace individual parking lots for each establishment, thus limiting the need for numerous curb cuts. The increased danger of unlimited left turn possibilities could be lessened by installing landscaped medians, with left turn bays to regulate the location of mid-block left turns.

Buena Park's major visitor, amusement, and recreational facilities have contributed substantial economic, social, and environmental value to the community and region. They attract significant amounts of national and international visitors and with increasing leisure time, the commercial-entertainment sector is expected to expand. The City should continue to recognize and promote the positive contributions which these businesses add to our community.

3.6 Industrial

The Buena Park Industrial Park presently functions well and its appearance is a positive image on the City. The same care needs to be taken in industrial development on existing vacant parcels which are located along railroad tracks, and within the existing industrial areas.

Well landscaped areas of substantial width (a minimum of 10 feet) should be provided to separate industrial development from adjacent residential neighborhoods effectively.



4.0 GOALS

It is the goal of the City of Buena Park to encourage and achieve, where possible urban design relationships throughout the City that:

- 4.1 Are well-organized;
- 4.2 Are visually pleasing;
- 4.3 Contribute to the efficient operation of the City;
- 4.4 Promote a positive and cohesive image of the City of Buena Park to residents and visitors; and
- 4.5 Promote the health, safety and welfare of the citizens and visitors within Buena Park.



REALIGNMENT OF COMMONWEALTH AVENUE

5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals which address identified areas of need concerning City image and urban design, the City sets forth the following policies and programs.

5.1 POLICY

Promote a positive identity of Buena Park to both residents and non-local persons alike.

- 5.1a Program: Pursue development program proposals that include graphic imagery, distinctive directional signing, fundamental architectural theme for City facilities and all additional elements which would serve to form a distinctive image for Buena Park as a whole.
 - 5.1b Program: Implement the Redevelopment Plan for the CBD and the Median Planting Master Plan.
-

5.2 POLICY

Promote visual continuity through tree planting, consistent use of low shrubs and ground cover, and the removal of visually disruptive elements on major city streets.

- 5.2a Program: Activate a program to place all utility lines underground and investigate appropriate funding sources.
 - 5.2b Program: Expand street tree planting city-wide, including median strip trees wherever possible, through implementation of the Median Planting Plan.
 - 5.2c Program: Undertake a street tree program through the Beautification Commission to promote street beautification.
-

5.3 POLICY

Place a priority on improving the architectural and visual image of the community.

- 5.3a Program: Ensure that all development proposals are reviewed by the City for architectural quality, character and form.
 - 5.3b Program: Encourage the placement of works of art for public display in the design of developments in order to further identify and enhance the City.
-

5.4 POLICY

Promote the restoration and reuse of older structures to add to Buena Park's character and sense of cultural and historic identity.

- 5.4a** Program: The City in conjunction with the Buena Park Historical Society, should pursue protective and restorative measures for those areas, structures and plants identified in the Historic Preservation Element. Included should be the estimated costs for restoration and possible reuses.
-

5.5 POLICY

Seek rehabilitation or demolition of substandard buildings and structures where they are not suitable for restoration.

- 5.5a** Program: Continue rehabilitation efforts through Community Development Programs.
- 5.5b** Program: Continue to implement the City's program of abating dangerous structures.
-

5.6 POLICY

Promote and protect the individual character and identity of the City's residential neighborhoods.

- 5.6a** Program: Promote the individual identity of a neighborhood through examination of design treatments, such as, lighting, landscaping, street design and sidewalk placement.
- 5.6b** Program: Pursue development of a diverse housing stock consistent with the Policies and Programs of the Housing Element.
-

5.7 POLICY

Promote improvement in appearance and function of the existing strip commercial areas.

- 5.7a** Program: Pursue implementation of the Redevelopment Plan for the CBD.
- 5.7b** Program: Initiate efforts to improve the quality, function and character of strip commercial areas through review of commercial development proposals and investigations into funding opportunities for rehabilitation of small businesses.
-

5.8 **POLICY**

Maintain the high quality of industrial development within the City.

- 5.8a **Program:** Insure that standards established for the industrial park are maintained.
- 5.8b **Program:** Insure that industrial areas are adequately buffered from impacting adjacent sensitive land uses through use of landscape treatments and site design.
-



ECONOMICS ELEMENT

1.0 INTRODUCTION

The economic growth rate of a city or area is controlled by numerous factors, many of which operate at both regional and national levels beyond the direct influence of local governments. However, the purpose of the Economics Element is to provide a framework within which the dynamics of urban development and /or redevelopment can be effective as they relate to commercial and industrial development in the City of Buena Park. This element of the General Plan discusses the development of methods and strategies for creating new opportunities for future economic growth and development within the community. The development standards and criteria which facilitate quality development within the community while assuring that any negative environmental impacts associated with such development are minimized, have also been addressed.

Economic growth and development are crucial to the City for three reasons: (1) Supply of jobs in the community; (2) Production of goods and services; and (3) Maintenance of a diverse tax base for the community. To reach the goal of economic viability, the labor market must have a varied economy where new opportunities are constantly available, where upward mobility is possible and where entry level positions readily exist. An important factor in recruiting new business and industry is the matching of job skills of the local labor force with the needs of business and industry, in itself an everchanging arena.

1.1 Authorization

While the Economics Element is a discretionary one, its inclusion in Buena Park's General Plan is an indicator of the awareness on the part of the City of the influences economic factors have in the development of a viable community which supports an adequate level of community services and standard of living.

1.2 Organization

The Economics Element has been organized into five sections which introduce the element, provide background information regarding the community's economic development history, identify existing conditions, needs, and alternatives, and formulate goals, policies and programs designed to address and implement the identified needs and goals.

2.0 EXISTING CONDITIONS

2.1 Economic Development

During the first half of the century, the Buena Park community increased slowly at a rate of about one hundred persons per year. It developed around a nucleus of small shops, cafes, and stores which reflected the needs of the agricultural community they served.

The end of the period which had left Buena Park relatively unchanged since ranchero days occurred in the 1950's, when an average of 4,000 persons each year began to settle in the community. At that time, there were very few manufacturing type industries located in the City. As time passed, the dominance of the agricultural industry decreased and Buena Park developed a commercial-based economy, with a slight increase in manufacturing-type industry. In 1953, the expanding community incorporated. During the first decade of cityhood, the City of Buena Park experienced turbulence through recall elections and political strife, which left little opportunity for the City to develop a long range economic plan. Concurrent with this period, commercial development started to change toward neighborhood shopping centers in response to the rapid housing development of this period. The majority of this new commercial growth occurred in the relatively undeveloped southern portion of the City. The Buena Park Shopping Center was established at La Palma and Stanton Avenues and quickly became a strong regional commercial center.

At this time, tourist commercial facilities were started in the area encompassed today by Knott's Berry Farm. These facilities quickly expanded, responding to a growing family entertainment market.

With the exception of Kraft Foods and Seven-Up Bottlers, industrial development was not prominent during this period due to the facts that closer sites were still available in Los Angeles, there was a lack of appreciable labor force in Buena Park, and there was a lack of access prior to the completion of the Santa Ana Freeway.

Between 1961 and 1966, at least five neighborhood center supermarkets, the May Company, and Movieland Wax Museum were constructed. This period also signaled the expansion of industrial development in Buena Park, with the addition of roughly one-half of the current industries locating in the City. Several factors contributed to this including, political stability, the decrease in availability of industrial sites nearer Los Angeles, the acquisition by Southern Pacific Railroad of a large area of land in the northwest corner of Buena Park, and the 1963 General Plan designation of that area as industrial uses.

One of the earliest industries was Lucky Foods, which seemed to set the trend for warehousing industries. This type of industry, however, traditionally has not returned as much revenue through taxes to the City as other types and tends to employ fewer people than manufacturing uses.

From 1967 to 1970, the majority of the commercial development was orientated toward the tourist trade, with Japanese Deer Park and Movie World Cars of the Stars being the two major developments. There was also some regional commercial development, most notably K-Mart, the Treasury and Handyman.

Industrial development during this time was fairly extensive. Several existing companies were expanding and there were many new developments. The majority of these new developments, however, were rather small operations, with the exception of J.C. Penney. Typically, industrial development of this period followed the trends of the last period, namely, the type of industry was usually a warehousing operation or other non-labor intensive industrial use.

Other than industrial development, this period may be considered the end of an expansion era. Single family housing and neighborhood commercial development had come to a virtual standstill. Less than 100 single family houses were built during this time, and the majority of these were individual custom houses in the Bellehurst area. Also, Bellehurst was the only area of neighborhood commercial development, with Von's Market being constructed in that vicinity.

From 1971 to 1976, there was, again, considerable commercial development, but for the most part it was rather small in size and took up vacant parcels in commercial zones. The exception to this was tourist-oriented developments such as Le Baron Hotel and Holiday Inn, plus several restaurants. The majority of this development was aimed at the regional market, following the strategy of the large shopping centers that were developed in past periods. Industrial development during this period was primarily an infill of existing areas and an expansion of existing uses. However, some new industrial development occurred, most notably Yamaha Motor Corporation.

Today, Buena Park's industrial make-up is dominated by wholesale/warehouse operations. A review of the 1963 General Plan shows that City intentions were to develop an industrial base founded on manufacturing, a more labor intensive type of industry. Analysis of the industrial make-up which Buena Park has achieved since 1963 indicates that manufacturing uses have fallen significantly short of 1963 goals, while wholesale/warehouse uses have substantially exceeded what the 1963 General Plan intended. Not realizing the 1963 goals can be attributed to three factors including extreme pressures for housing, no concerted effort to attract manufacturers, and very good rail and freeway service created a desirable situation for warehousing/distribution centers.

2.2 Major Employers

Today, industrial development within the boundaries of Buena Park is characterized by two major categories, manufacturing and warehousing.

At the present time, there are approximately 200 manufacturing-type industries in the City, producing a wide range of products that include machines and components, furniture, paper products and food processing.

The current commercial development within the City is comprised of numerous strip commercial areas, a few large shopping centers (most recently Beard's at Beach and Malvern) and numerous smaller commercial centers. The Major Industrial Employers and Major Commercial Employers tables which follow list the larger businesses, numbers of employees, and types of products which are manufactured or offered in the City.

As is clearly evident from the data, family entertainment and tourist facilities are major constituents in the employment composition within Buena Park. Retail sales also employs a significant number of persons citywide.

The Employment Centers Map which follows illustrates the location of major industrial, commercial and tourist entertainment centers which exist within the City.



TABLE 1
MAJOR INDUSTRIAL EMPLOYERS

<u>Name of Company</u>	<u>Approximately No. of Employees</u>	<u>Type of Business</u>
Lucky Stores, Inc.	2048	Food Distributor
J.C. Penney	1050	Hdqtrs./Distribution
Hughes Aircraft	800	Systems Integration/Testing
Kraft, Inc.	650	Bakery Mfgr.
National Biscuit Co.	468	Bakery Mfgr.
Nutrilite Products	400 +	Vitamin/Cosmetic Mfgr.
Pepsi-Cola Bottling	325	Bottler
Leach Corp.	250	Electronic Mfgr.
Paul L. Dodds Co.	250	Restaurant Equipment Mfgr.
Yamaha Motor Corp. USA	200 +	Wholesale Distributor
Georgia-Pacific Corp.	200	Corrugated Containers
Mead Packaging	200	Products Mfgr.
Noland Paper Co.	200	Paper Products Distributor
Alloy Die Cast	180	Custom Die Casting
Abbott Power Corp.	165	Elec. Panel Board Mfgr.

Source: Buena Park Chamber of Commerce, 1979, and Buena Park Planning and Building Department, 1980.

TABLE 2
MAJOR COMMERCIAL EMPLOYERS

<u>Name of Company</u>	<u>Approximate No. of Employees</u>	<u>Products</u>
Knott's Berry Farm	2,000	Family Entertainment Park
Sears Roebuck and Co.	750	Retail and Catalogue
May Company	300	Department Store
J.C. Penney Co.	250	Department Store
Holiday Inn	200	Hotel
Movieland Wax Museum	150	Family Entertainment
Buena Park Convention Center Hotel	145	Hotel
Kindom of Dancing Stallions	50	Family Entertainment

Source: Buena Park Chamber of Commerce, 1979 and Buena Park Planning and Building Department, 1980.

2.3 Employment Characteristics

The State of California Employment Development Department's publication (1977 Income Report) regarding employment by industry indicates that as of 1977, 24,898 persons were employed by 960 firms located throughout Buena Park. The largest sector of employment within Buena Park is the retail/wholesale trade industries, with a 53% portion of the City's workers employed by 366 firms. The next largest employment sector is manufacturing, with an 18% share of total employment within the City employed by 127 firms. The Employment Industry Table offers a breakdown of information regarding employment by industry within Buena Park. This table also shows a slight increase in employment since 1975 which is basically a result of more employment by manufacturing and trade firms.

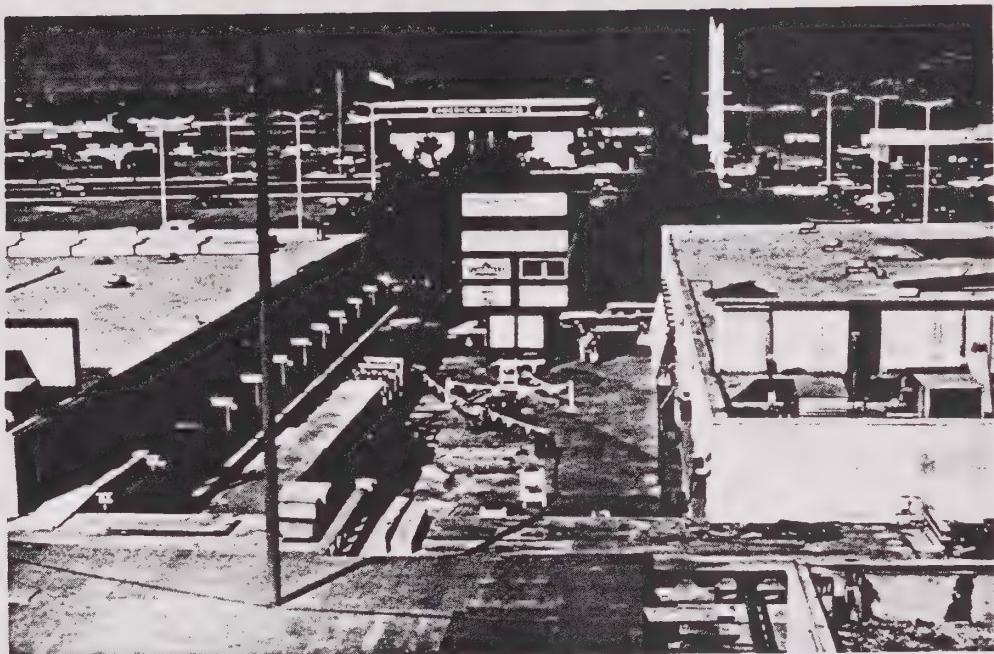


TABLE 3
CITY OF BUENA PARK
EMPLOYMENT BY INDUSTRY

<u>Industry</u>	<u>Employment</u>	
	<u>1977</u>	<u>1975</u>
Agriculture	242	262
Mining	-0-	-0-
Construction	714	852
Manufacturing	4,506	3,516
Non-Durable Goods	(3,355)	*
Durable Goods	(1,151)	*
Transportation/Public Utilities	254	253
Trade	13,205	12,397
Wholesale	(1,958)	(1,850)
Retail	(11,247)	(10,547)
Finance, Insurance, Real Estate	809	751
Services	2,952	3,003
Government	2,214	2,638
Federal	(132)	*
State and Local	(2,082)	*
Uncoded	2	23
TOTAL	24,898	23,701

Source: California Employment
 Development Department, Industrial and Commerical
 Data System Report (INCOM) 1975, 77

*Statistics Not Available

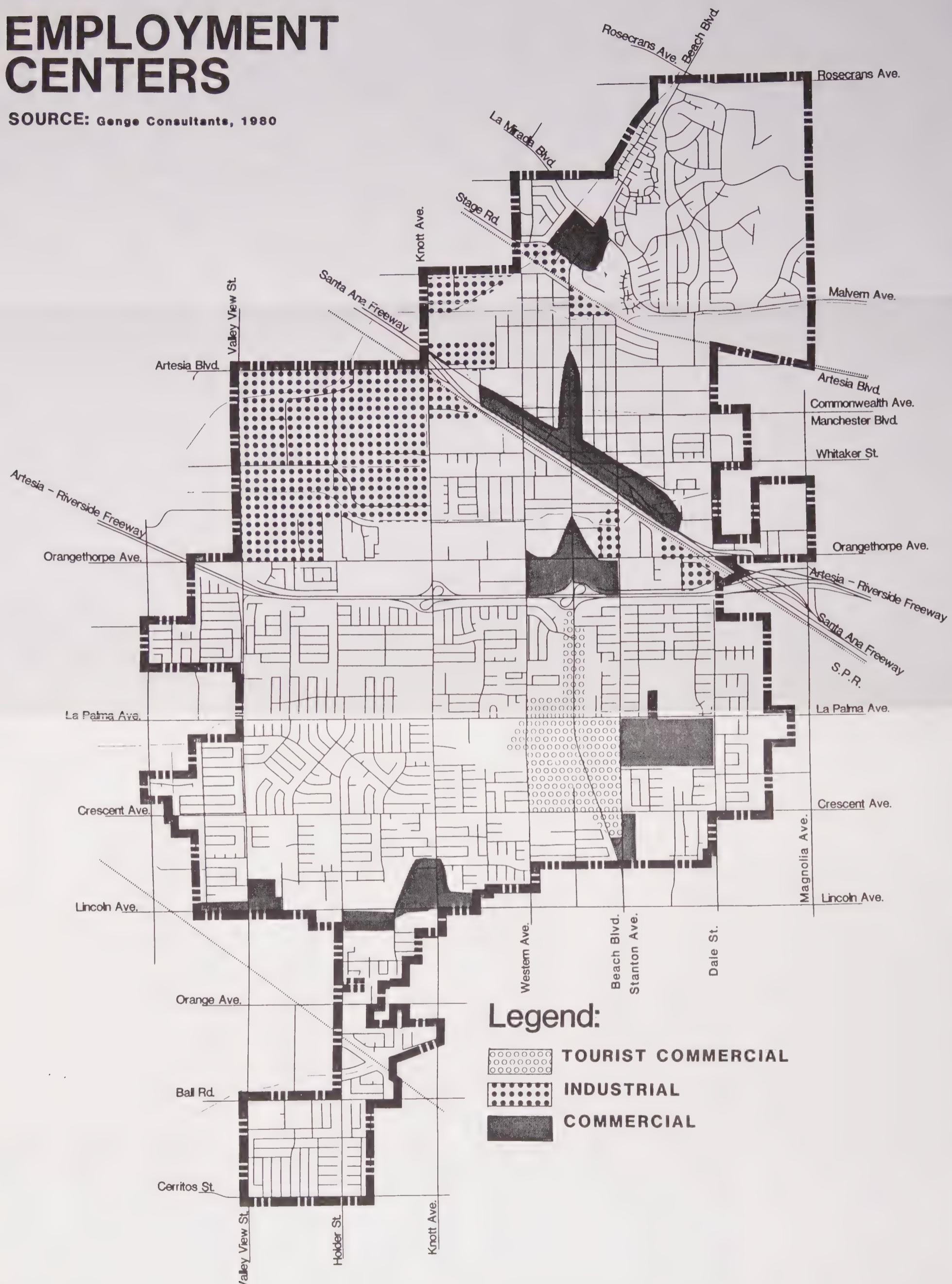


1978-80 RENOVATION OF BUENA PARK MALL



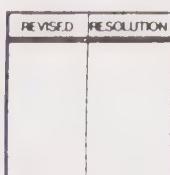
EMPLOYMENT CENTERS

SOURCE: Genge Consultants, 1980



THE SP GROUP

(Formerly Genge Consultants)



2.4 Municipal Income and Expenditures

In order to provide the reader with some indication of how the City government's resources are generated and utilized, the following discussion of the fiscal 1980-1981 Budget has been included in the Economics Element. It is important to note that business and industry are taxed like residential uses, but usually do not promote the same need for public services. In effect, they help subsidize public services provided to residential areas. A solid tax base is crucial to the City, for it is this base which generates funds which pay for many of the basic public services the City must provide.

2.4.1 Buena Park Budget

In Fiscal year 1980 - 1981, the City of Buena Park's estimated resources for operating funds totalled \$21,134,908 (Preliminary Budget Report 1980-81/City of Buena Park). The major sources of funding which made up this total are sales tax (31%), property tax (11%), metered water sales (12%), revenues from state agencies (13%), and revenues from the federal government (10%). The total figure represents a 33% increase from revenues during fiscal year 1979-80, when operating funds totaled \$15,877,213. Each source of revenue contributed to this increase; however, the most significant source of increase was revenue from the federal government which jumped \$1,381,224 or 215%. The other largest contribution to the increase was sales tax revenues which increased \$1,275,000, or 24%.

In fiscal year 1980-81, the City of Buena Park's estimated expenditures totalled \$21,134,908. The major expenditure departments were Police (23%), Public Works (16%), Capital Improvements (18%), Engineering (12%), Fire (12%) and Planning and Building (7%). Increases in expenditures were up \$5,257,695, or a 33% increase in spending over fiscal year 1979-80. The main factors involved in the increase over fiscal year 1979-80 were:

- o \$3,839,618 in newly created capital improvements;
- o Creation of a Housing and Community Development Fund (\$829,000) to be administered by the Planning and Building Department;
- o General increases in all City department budgets.

Opposite to this increased spending trend were budget cuts to Administration (4.5% decrease), Personnel (65% decrease) and Public Works (7% decrease).

3.0 NEEDS

3.1 Central Business District Needs

When the Santa Ana Freeway was completed, Manchester Avenue lost its importance as a major arterial, thus the Central Business District lost importance and portions of its business to the new shopping centers. To summarize, development trends contributed to the economic downturn of much of the Central Business District. Some of these development trends included:

- o The location of multi-purpose commercial centers near major freeway systems for regional access by automobile-oriented consumers;
- o The formation of single commercial interest districts such as automotive centers, medical service areas, specialty stores and fast food restaurants; and
- o The development of "strip commercial" areas along major arterials with more adequate parking facilities than in the Central Business District.

At the request of Buena Park's Finance Department, the Levander Company in conjunction with the Arroyo Group compiled economic data (1975-79) pertinent to the Buena Park CBD study area. From this data, several summary conclusions were drawn:

- o The CBD retail community is important to the City because it generates taxable sales equal to approximately 23% of the City's total sales revenue;
- o Areas of particular taxable sales strength within the CBD include automotive (69%), building and farm outlets (69%). Areas of particular weakness include apparel (1.6%), general merchandise (0%), drug (1.5%) and food outlets (.6%). (Percentages were based on Citywide totals for each category); and
- o Purchasing power of residents and businesses within a five, ten and fifteen minute driving time radius surrounding the CBD indicates that there is generally adequate buying power to meet most retailer's requirements.

Interviews conducted with business persons within the Central Business District indicated that perhaps too much emphasis has been placed on automobile dealerships, automotive repair shops and fast food restaurants with little thought toward general business such as grocery stores and pharmacies. The conclusions and interviews substantiate, rather clearly, that the Buena Park CBD is essentially a highway commercial area and lacks any centralized concept as a business district. Thus, the need within the Central Business District centers on developing a strong central core of businesses which are not necessarily auto related.

Paralleling the economic aspects of commercial establishments, consideration needs to be given to the design characteristics that also contribute to the lack of any appreciable centralized concept within the CBD. Of special note are the buildings along Beach Boulevard, Manchester and Commonwealth Avenues that are deteriorating, poorly designed and often incompatible with surrounding land uses. Without available vacant land, it makes expansion and change of their initial design very difficult, and points to redevelopment.

Recognizing some of these problems, the City adopted a Redevelopment Plan for the Central Business District in April of 1979. The map which follows illustrates the location of the CBD planning area. To meet many of the needs brought forth here, this plan should be aggressively implemented utilizing the data developed by the Levander Company/Arroyo Group.

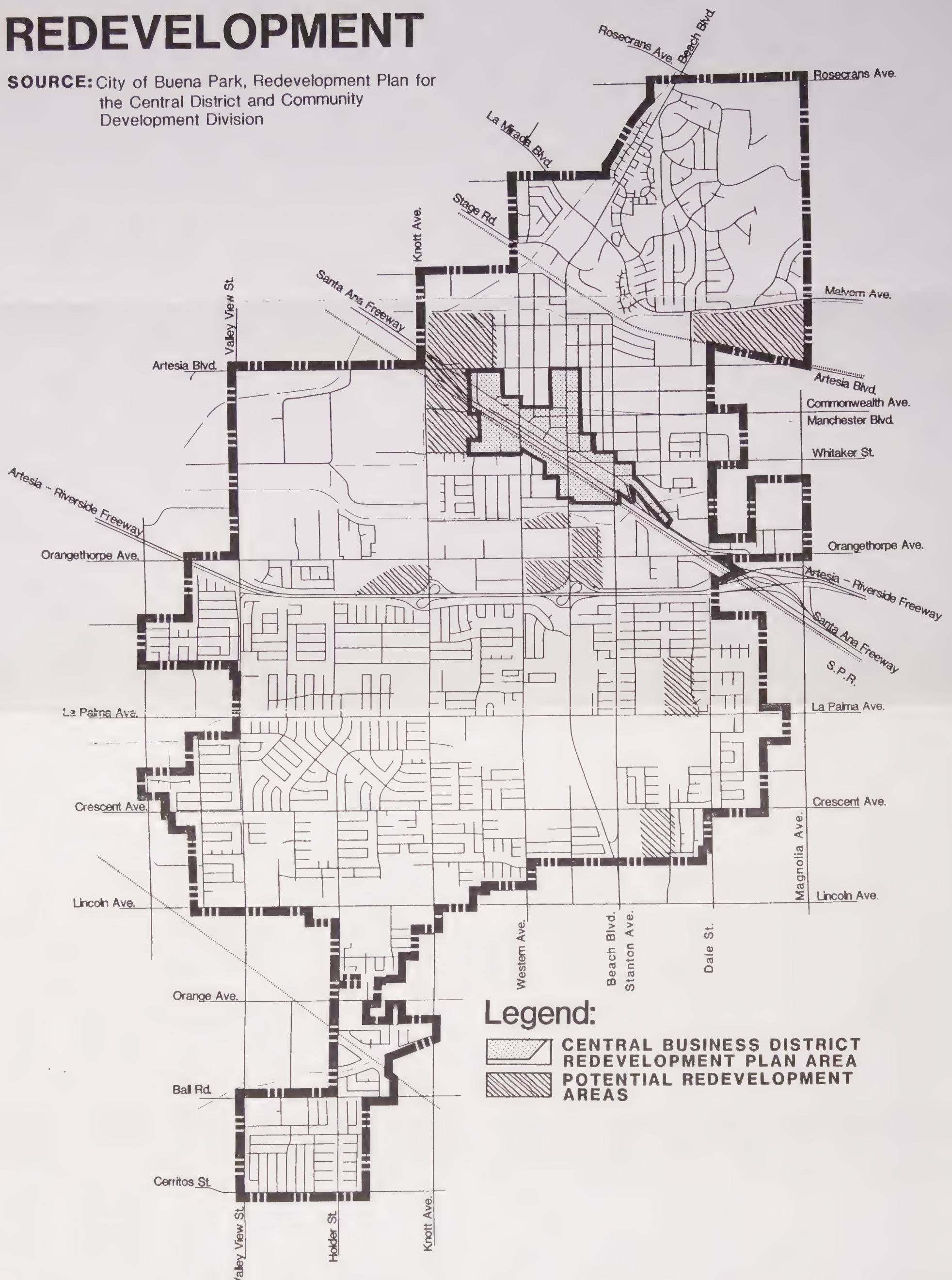
Areas for potential redevelopment have been identified on the accompanying Redevelopment Map. These are areas where blight in the form of economic underdevelopment, functional obsolescence, and environmental constraints, such as flooding, may occur. Land Use designations for these areas allow the redevelopment process to be more effective in arresting existing or potential blight and aid in the overall economic efforts of the City of Buena Park.

The Buena Park Shopping Center is a major force in commercial development within Buena Park. The large retail/department stores which are found there have, in the past, contributed to the economic downturn of the CBD. It is necessary that the City utilize the adopted redevelopment Plan to insure that commercial ventures including offices and specialty shops, attract patrons based on goods and services which are not already sufficiently provided within the shopping centers.



REDEVELOPMENT

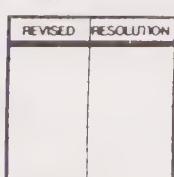
SOURCE: City of Buena Park, Redevelopment Plan for the Central District and Community Development Division



Legend:

[Dotted Pattern] CENTRAL BUSINESS DISTRICT
REDEVELOPMENT PLAN AREA
[Diagonal Hatching] POTENTIAL REDEVELOPMENT
AREAS

THE SP GROUP
(Formerly Genge Consultants)



3.2 Tourist Commercial Needs

Today, a large portion of the commercial development in Buena Park is tourist-oriented, with Knott's Berry Farm and Movieland Wax Museum known nationwide.

Although the tourist-related commercial developments are fairly new, well located and economically strong, the declining physical appearance of nearby older commercial areas, particularly the CBD, may eventually affect the potential economic growth of this industry. If these conditions continue, they could also affect the conditions necessary to create an attractive investment climate. The development of such a climate must extend beyond merely recruiting new monetary investment; additionally, it must include programs aimed at up-grading the City's existing physical image.

It is foreseeable that in the years ahead, tourist-commercial sites in Buena Park will need to be physically updated in order to maintain their attractiveness to people. The need exists for the enactment of effective development and/or redevelopment standards which could bring about an upgrading of the City's physical image in these areas. This could be achieved by thematically tying these entertainment sites together with a common or historic motif. Carrying this idea further, this thematic connection could extend to encompass the City's various sub areas, such as the CBD and the strip commercial area along the Beach Boulevard traffic corridor.

3.3 Strip Commercial

Land uses, as well as zoning regulations, along Buena Park's major arterial streets have encouraged corridors of commercial uses throughout the City. These continuous ribbons of strip commercial areas have provided low cost space for businesses which could not otherwise afford to operate. Often such stores are large space-users, but have a lesser economic ability to purchase space per square foot than a store established within a shopping center. Also, a store may choose to locate on a major thoroughfare in order to attract mobile customers. Others, especially eating establishments, may locate in an area because of increased auto access.

Although arguments for the necessity of strip commercial development are reasonable, it should be noted that such areas also have inherent flaws. Specifically, these areas in Buena Park may exhibit one or more of the following faults associated with strip commercial development.

- o Conversion of structures that were not originally designed for their present use.
- o Inadequately designed parking for the higher intensity uses.
- o Potential safety and traffic flow problems caused by excessive curb cuts which provide access to individual retailers.
- o Signage, competing for the attention of the passing motorist, often adds to the disorganized appearance of such areas and is, at times, confusing and hazardous to the traffic flow.

For the most part, Buena Park's strip commercial districts are viable and strong. Store vacancies are short-termed. To protect the viability of existing strip commercial areas, effective site development and/or redevelopment controls should continue to be utilized to solve the problems of efficiency and aesthetics through the use of:

- o Better sign control;
- o Undergrounding of utilities;
- o Landscaped medians and street trees;
- o Improved lighting; and
- o Parking redesign and consolidation between individual retailers.

3.4 General Commercial Needs

3.4.1 Convenience Goods/Services - The goods and services in this category exist for the daily convenience of local residents, which are purchased frequently and are usually bought for immediate consumption or benefit. Typical examples of convenience goods are food, drugs and sundries, while a barber shop, beauty salon, shoe repair and dry cleaners are services which usually exist for the convenience of nearby residents. It is a generally accepted standard that these goods and services should be within a convenient walking distance, or spaced about one mile apart in residential areas.

Generally speaking, in Buena Park, convenience shopping centers are well distributed in relation to the population served. However, the residential area around the Buena Tierra School in the southwestern portion of the City is not located within a one mile radius of convenience goods or services. Nevertheless, given the good condition and homogeneity of single family uses there, it is impractical to recommend, at this time, development of a neighborhood commercial center.

3.4.2 Comparison Goods - This category implies the existence of several commercial establishments in the same area which offer the same type, or closely related types of merchandise. Since these goods are less frequently needed than convenience goods, a service radius of three to four miles will support a comparison-type shopping center. Typical examples of comparison goods are: clothing, jewelry, furniture and appliances. Trends in commercial development indicate that retailers of these goods locate on major arterials in large numbers.

Buena Park has three areas which function as comparison shopping districts, Beach Boulevard within the CBD and to a more limited extent, portions of La Palma and Orangethorpe Avenues, which are considered adequate to meet resident needs.

3.4.3 Specialty Goods/Services - Goods and services, which are less frequently purchased and therefore have a very large market area, generally fall into the specialty category. Auto sales and service, florists, antique shops and music stores are a few examples of the many and varied goods and services in this category. Businesses in the specialty class tend to locate along major

thoroughfares in a "strip commercial" fashion to be as visible as possible to passing motorists. These businesses are generally self-sufficient in that they generate single purpose trips per establishment.

Buena Park has three major arterials which offer this specialty shopping including Beach Boulevard, Commonwealth Avenue and Manchester Boulevard. In some cases, different areas along these arterials are populated by related businesses and have become service commercial districts. An example of this clustering of like uses occurs along Commonwealth Avenue, which functions as an automobile sales and service district.

3.5

Industrial Needs

Inasmuch as the General Plan was written and adopted in 1963, before the majority of Buena Park's industry had developed, it should have set the standard for what was to be developed. However, this did not transpire. According to statistics collected in 1976 by the Planning Department of the City of Buena Park, wholesaling developed approximately three times over what was originally intended, and manufacturing developed only a fraction of what was intended. Buena Park has never had, and may never have, the amount and type of manufacturing to balance warehousing activities; however, the industry the City does have is healthy and should remain so. Although the more labor intensive manufacturing industry may produce more tax revenue and employment, it may also cause hidden and cumulative impacts in the form of pollution and noise abatement control and increased housing demands.

Nevertheless, the potential exists for Buena Park to attract greater and more diversified industrial development emphasizing manufacturing. The City will need not only a promotion program, but also the establishment of an environment which modern industry demands. Industry today is highly selective in new plant location due to the increased industrialization of suburban regions, such as the Irvine Industrial Complex, and because of the incentives and amenities these areas offer, not only to the industry, but to their potential employees as well. Indications are that a community's ability to provide housing and services which meet the needs of its labor force are becoming large concerns to industries during their analyses of locations. These factors also need to be anticipated by the City.

3.6

Office Professional Needs

The concept of "balanced development" implies not only adequate provision of land for commerce and industry, but also for professional/commercial uses. At the present time the approximate 35 acres of office space in Buena Park has been largely devoted to satisfying local community needs with the demand for office space coming primarily from branch banks, attorneys, realtors, accountants and the medical profession that serve the immediate area.

Office complexes that serve as corporate headquarters and the like, house professionals that operate on regional and national scales. At present, Buena Park does not exhibit much of this type of office/professional development. However, as identified in the Redevelopment Plan for the Central Business District, increased amounts of office space are clear redevelopment goals. Competition with large office complexes in the surrounding metropolitan areas will continue to be keen.

Buena Park has a number of positive factors which could serve to attract future office space users. The accessibility to the City by means of the two freeways implies a wide market area of potential employees. Buena Park's location has the opportunity of offering office workers a variety of single-family and multiple-family housing and family entertainment facilities. Finally, the adopted Redevelopment Plan can be used as a tool to illustrate the commitment Buena Park has made in a downtown revitalization effort which includes office/professional facilities. All these facts need to be emphasized in an effort to attract regionally or nationally oriented office professional development.

3.7 Employment Opportunity Needs

To continue to provide adequate employment opportunities within the City, a strong and diverse economy must be maintained.

Employment in the tourist entertainment sector should continue to be supported by the City, as this sector presently is a backbone of the City's image and employment potential. Retail trade job opportunities, through commercial revitalization efforts, could realize significant increases within the City, especially in the CBD where redevelopment is already planned.

To provide more job opportunities in the manufacturing sector, the City needs to aggressively recruit new firms to locate within existing industrial areas. Additionally, the City should support ongoing job training programs. In this way, a more highly skilled work force will be available to match potential manufacturing needs.

Provision of more land for office/professional development must be made to provide the opportunity to attract firms in the medical, legal, or other technical fields. This is a first step towards establishing a greater number of professional job opportunities within the City.

The City must keep in mind that attendant to the desired increase in job opportunities will be an increase in the need for housing, public services, and other facilities.



JOLLY ROGER RESTAURANT

4.0 GOALS

In order to promote a balanced and dynamic economy which supports a high standard of services and facilities for the Buena Park Community, the following goals have been established.

- 4.1 Maintain or improve, when possible, the fiscal viability of the City.
- 4.2 Maintain or improve, when possible, employment opportunities within the City.
- 4.3 Improve the mix of industrial uses within the City by emphasizing manufacturing development.
- 4.4 Maintain or improve, when possible, the economic viability of commercial development within the City.



BUENA PARK HOTEL CONVENTION CENTER



5.0 POLICIES AND PROGRAMS

In order to progress toward the orderly attainment of goals and objectives which address the economic well-being of Buena Park, and to satisfy the requirements of the planning process, the following policies and programs have been set forth.

5.1 POLICY

Promote the redevelopment and revitalization of the Central Business District.

- 5.1a Program: Implement the adopted Redevelopment Plan for the CBD (April 1979).
-

5.2 POLICY

Encourage opportunities for expansion of the Redevelopment Project Area to include other sites within the City which might be physically and/or economically blighted and in need of economic assistance for mitigation of their problems.

- 5.2a Program: Evaluate the suitability for inclusion in a Redevelopment Project Area of the Potential Redevelopment Areas identified on the Redevelopment Map of the Economics Element, and recommend their inclusion if they are deemed suitable.
-

5.3 POLICY

Promote the continued viability of family and tourist entertainment facilities along the Beach Boulevard corridor.

- 5.3a Program: Promote tourism through the Buena Park Visitor and Convention Bureau, in cooperation with the Buena Park Chamber of Commerce.
-

5.4 POLICY

Promote the improvement and revitalization of existing strip commercial areas.

- 5.4a Program: Continue to administrate commercial facilities rehabilitation programs, to include: Utilization of CDBG funds for interest subsidy or loan rebates to assist in business facade improvements; Utilization of Small Business Administration funds for low interest rate loans (502/503 programs) for major renovations in commercial developments.

- 5.4b Program: Examine the safety and efficiency of strip commercial parking facilities and make recommendations for improvements through redesign and consolidation.
-

5.5 POLICY

Promote an adequate variety of commercial types within the City to meet the needs of residents.

- 5.5a Program: Promote the maintenance or installation of adequate neighborhood and regional commercial facilities during the redevelopment process.
-

5.6 POLICY

Promote a better mix of industrial uses within the City through emphasis on manufacturing development.

- 5.6a Program: Increase recruitment efforts through the Chamber of Commerce to attract new manufacturing firms to locate in the industrial park and other suitable locations.

- 5.6b Program: Ensure that new industrial development exhibits adequate environmental safeguards including mitigation of potential noise, air pollution and traffic impacts on surrounding land uses.

- 5.6c Program: Utilize development standards established for the Buena Park industrial park area.
-

5.7 POLICY

Provide a diverse and adequate number of employment opportunities within the City.

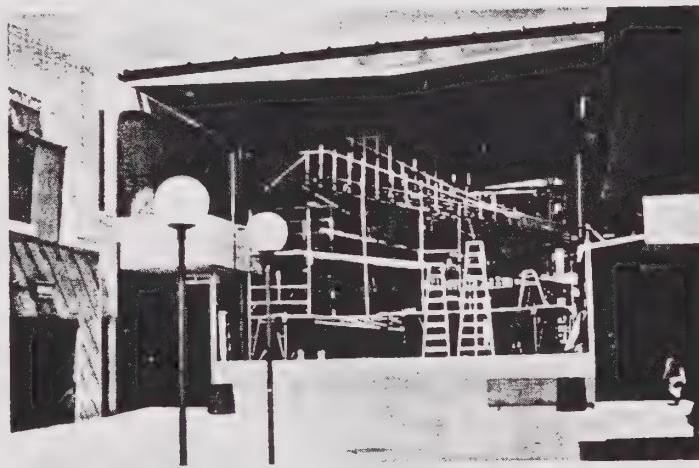
- 5.7a Develop more jobs in the manufacturing sector through implementation of Policy 5.

- 5.7b Program: Provide increased employment opportunities for the commercial and office/professional sectors through implementation of the Redevelopment Plan for the CBD.
-

5.8 POLICY

Promote diversification of the City's tax base.

- 5.8a Program: Implement the Redevelopment Plan for the CBD and emphasize development of office/professional, manufacturing and general commercial uses.
-



1978-80 RENOVATION OF BUENA PARK MALL

1.0 INTRODUCTION

The Land Use Element contains provisions that direct the physical development of the City and form the organization of the City's environment. The Land Use Plan (located in the pocket on the back cover) shows the City's intentions for the development, redevelopment, growth and preservation of public and private properties within Buena Park over the next ten years. This element establishes the image and form of the City because it is a composite statement of the goals, objectives, policies and programs of the other elements of the General Plan. It serves as the primary vehicle for ensuring the logical organization of residential, commercial, industrial and public facilities, and for encouraging the timely provision of public facilities to meet the needs of the community.

The determination of appropriate land uses was derived from the natural environment, and the socio/cultural and urban environmental constraints and opportunities analyzed throughout the process of updating the General Plan.

Because of the conceptual nature of the Land Use Plan, and its necessary flexibility, the City of Buena Park will always be working toward the desired future or intent of the Land Use Plan without prematurely forcing existing viable land uses out of existence or raising unrealistic expectations with regard to desired land use transitions. This can be accomplished by allowing existing viable land uses to continue as non-conforming uses even when zoning is changed to be consistent with General Plan land use designations.

1.1 Authorization

State Planning Law requires cities and counties to set forth goals, objectives, principles, standards and program proposals for the long term physical development of the community. The specific section of the Government Code addressing this element is identified below:

Government Code Section 65302(a) requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.

1.2 Organization

The Land Use Element has been organized into five sections. Sections 1.0 and 2.0 provide background information regarding the purpose of the element and a brief description of the different ways Buena Park's land is utilized.

Section 3.0 identifies the general community needs related to land use, which have been drawn from the other elements of the General Plan. Section 4.0 states the goals which seek to promote a balanced and functional mix of land uses within the City.

LAND USE

Section 5.0 discusses the type and intent of the land use categories found on the Land Use Plan Map. Additionally, the City's land uses have been more closely analyzed and discussed according to planning areas. The problems and trends have been identified, and the proposed land use policies and associated programs for each area have been set forth and reflected on the Land Use Plan Map.



2.0

EXISTING LAND USE

A brief summary of existing land uses in the City follows. For more detailed information, the reader should refer to the other appropriate General Plan elements.

2.1

Residential Land Use

Low density single family residential use is the dominant land use in the City. South of the 91 freeway, as shown on the Existing Land Use Map, this use is most pervasive. The Bellehurst area exhibits, almost exclusively, single family development in conjunction with the Los Coyotes Country Club.

The decade of the 1950's saw the community of Buena Park experience a tremendous increase in housing stock. Since the 1960's, a significant increase in multiple-family structures has occurred.

This is not to say that Buena Park is making a transition toward multiple-family housing; rather, it is changing with the population, lifestyles and economic pressures which have led to a more balanced housing stock within the City.

2.2

Commercial Land Use

Commercial land uses in the City take several forms. Strip commercial facilities are found throughout the City along major trafficways. Retail outlets, restaurants, fast food and automotive support facilities are typical of these areas. Beach Boulevard, Manchester Avenue and Commonwealth Avenue support the bulk of strip commercial uses in the City.

Regional commercial facilities are located at the Buena Park Shopping Center. Large department stores and specialty shops typify the kind of commercial outlets found there. This facility services the residents of Buena Park and the surrounding communities of Fullerton and Anaheim.

Highway commercial uses are found in association with the interchanges of the two freeways which service the City. The businesses here include auto sales and service, motels, restaurants and similar uses that are dependent on highway access and patronage.

Neighborhood commercial uses are distributed throughout the City, serving the day to day needs of nearby residents. Usually small in size, these businesses provide convenience-type shopping and are typically composed of food markets, drug stores, cleaners and like uses.

Commercial land uses oriented towards tourist recreational needs are found along Beach Boulevard in the City's Entertainment corridor. Knott's Berry Farm, Movieland Wax Museum, and Medieval Times are well known establishments.

Professional commercial uses are not extensive in the City at this time. However, these uses have increased within the past several years through City efforts. The Buena Park Commerce Plaza, consisting of two 80,000 square foot buildings and grounds, is located in the Central Business District and was the Redevelopment Agency's first major project.

The Central Business District is located around the intersection of Beach Boulevard and Manchester Boulevard and supports a mix of commercial and office uses.

2.3 Industrial Land Use

Over the years, Buena Park has been fortunate to attract desirable industrial development which has resulted in a healthy tax base and a workable mix of land uses. Industry has located in Buena Park as a result of a number of positive factors that include the availability of a labor pool, the central location to market areas, access to two major freeways, access to two railroad lines, quality public services and educational facilities, in addition to a comfortable residential community.

Industrial uses in Buena Park are composed of warehousing and light manufacturing operations, dominated by the former. The Buena Park Industrial Park, located west of Knott Avenue and south of Artesia Boulevard, supports the major portion of industrial development in the City. Other industrial development is found adjacent to the freeway corridors and along the railroad lines of the northern portion of the City.

2.4 Open Space Land Use

Buena Park has varying forms of open space which provide for a wide array of needs, including conservation and recreation. The Los Coyotes Country Club in the Bellehurst neighborhood is the largest contiguous parcel of open space in the City. School sites throughout the City contribute partially developed open space areas which provide for active and passive recreational needs. The municipal park system provides strategically located areas of open space designed to meet recreational needs. Vacant land is found sporadically in the City, the largest parcel being a flood control basin adjacent to Malvern Avenue. Flood control channels and utility rights-of-way corridors account for a significant portion of the open space areas in the City today.

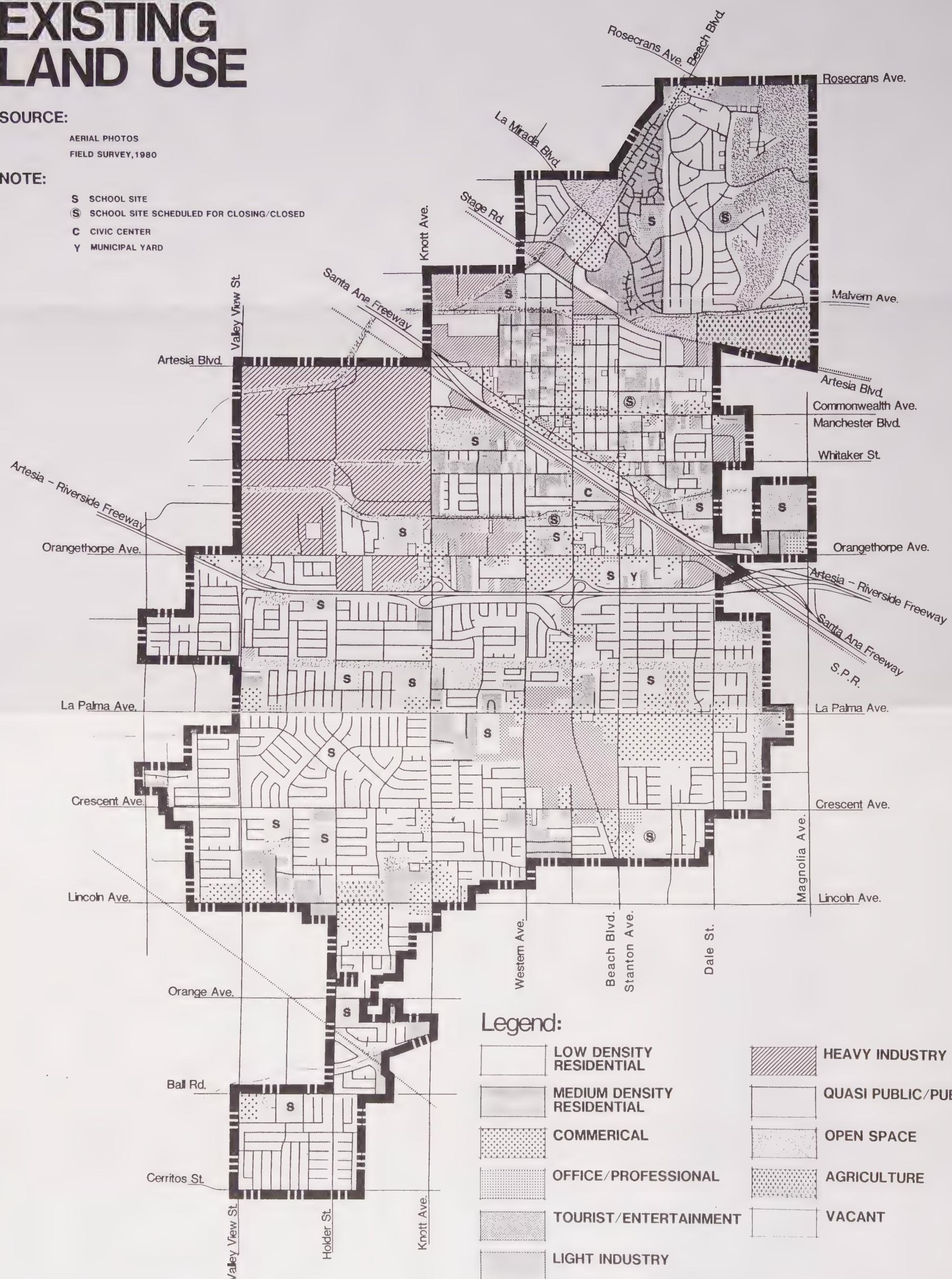
EXISTING LAND USE

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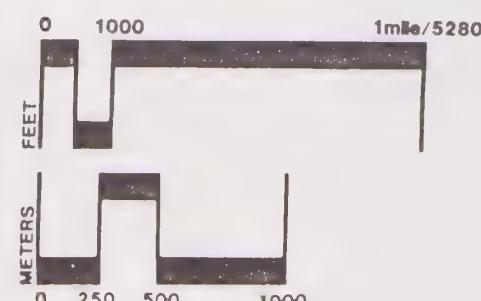
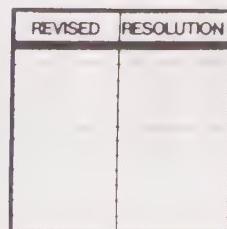
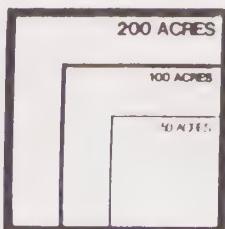
AERIAL PHOTOS
FIELD SURVEY, 1980

NOTE:

- S SCHOOL SITE
- (S) SCHOOL SITE SCHEDULED FOR CLOSING/CLOSED
- C CIVIC CENTER
- Y MUNICIPAL YARD



THE SP GROUP
(Formerly Genge Consultants)



3.0

NEEDS

As stated in Section 1.0, the Land Use Element is a culmination of the other General Plan elements. As such, the overall land use needs listed below reflect the needs identified in those elements.

- 3.1 Maintain existing viable land uses.
- 3.2 Maintain the existing low density residential character of the City.
- 3.3 Redevelop the downtown area in accordance with adopted Redevelopment Plan for the Central Business District and seek redevelopment of those sites where land uses are no longer viable or do not serve the needs of the community.
- 3.4 Pursue infill industrial development, in appropriate sites, that is responsive to community needs and compatible with adjacent land uses.
- 3.5 Maintain adequate amounts of open space in the City.
- 3.6 Ensure appropriate redevelopment of school sites.
- 3.7 Maintain and expand tourist commercial facilities along the Beach Boulevard corridor.
- 3.8 Continue to pursue redevelopment of other areas of the city through implementation of adopted redevelopment plans and through adoption and implementation of future redevelopment plans.

Section 5.0, Policies and Programs, provides a more detailed discussion of the land use problems according to planning areas, in conjunction with the Land Use Plan Map found in the rear pocket of the General Plan.



CONSTRUCTION OF GRANADA ROYALE HOMETEL

4.0 GOALS

In order to promote a balanced and functional mix of land uses consistent with community values, and to protect the general health, safety, and welfare of the community, the following goals have been established.

Promote the establishment of land use patterns which will:

- 4.1 Enhance the visual, economic and environmental character of the community.
- 4.2 Provide appropriate facilities to serve residents and visitors.
- 4.3 Promote a range of housing types.
- 4.4 Promote fiscal balance.
- 4.5 Promote the wise use of energy resources.
- 4.6 Protect the health and safety of the community from natural or man-made hazards.



LAND USE COMPARISON CHART

LAND USE COMPARISON

LAND USE	1980 General Plan	1990 General Plan	Corresponding Zones For 1990 General Plan
Residential			
Low Density (1)	2313.8 Ac.	2283.7 Ac.	RS-10; RS-8; RS-6; A; P; PD
Med. Density (1)	252.4	250.9	RMH; RM-10; P; PD
High Density (1)	<u>424.7</u>	<u>427.6</u>	RM-16; P; PD
TOTAL	2990.9	2962.2	
Commercial			
Commercial	542.6	579.0	CO; CS; CG; PD
Office Professional	54.6	50.7	CO; PD
Tourist/ Entertainment	221.7	220.2	CE; AR; ECSP; PD
TOTAL	818.9	849.9	
Industry			
Light Mfg.	347.6	339.9	ML; PD
Heavy Mfg.	557.8	557.8	MH; PD
Research Dev.	68.0	68.0	MR; PD
Commercial Service	<u>130.1</u>	<u>144.1</u>	CM; PD
TOTAL	1103.5	1109.8	
Open Space	396.4	369.3	OS; OR; P; PD
Streets/Freeways	<u>1285.0</u>	<u>1285.0</u>	ALL
TOTAL	6594.7 Ac.	6576.2 (2) Ac.	

(1) - Residential densities vary within each category - See text

(2) - Includes areas "Recommended for Annexation" on "Community Planning Areas" Map

5.0 LAND USE PLAN; POLICIES AND PROGRAMS

The land use policies and programs for Buena Park are embodied in the Land Use Plan Map. The Land Use Plan is a composite and culmination of the policies and programs of the other elements.

The proposed land uses and circulation patterns, to a large extent, echo existing conditions in the City. This is a result of the fully developed nature of the City and the fact that many programs aimed at fostering positive change do not require spatial transitions of existing land uses. The Land Use Comparison Chart illustrates this point and compares the 1980 General Plan Land Use acreages to the 1990 General Plan allocation, as established on the Land Use Plan.

In general, the Land Use Plan maintains the residential, commercial, industrial and open space opportunities established by the 1980 General Plan. Locational adjustments have been made to enhance compatibility between land uses, maximize future opportunities, and more fully satisfy the needs of the residential and business community.

The other elements of the General Plan describe in detail the community needs relating to that element. The Land Use Plan Map reflects those map-related policies and programs of the other elements which seek to satisfy identified needs.

5.1 Land Use Descriptions (As Per Land Use Plan)

The following sections document the intent of each of the land use categories found on the Land Use Plan Map. Listing of all the possible land use types allowed under each of the General Plan Land use categories is not attempted. Rather, the purpose is to describe the nature and general character intended for each land category. The land use categories are made definitive enough to allow consistency with zoning categories as required by State law.

Streets and freeways are clearly defined within the Policies and Programs Section of the Circulation Element and as such shall be used for definition in the Land Use Element.

All existing public uses (schools, Civic Center, parks and maintenance yard) have been given a base land use designation to facilitate consistency with zoning and to indicate the desired transition of that land use should that occur. This base designation is not intended to accelerate the conversion of public lands; rather, it exists as an indicator of appropriate land uses should land use transition take place.

- 5.1.1 Residential - the residential land use designations on the Land Use Plan Map indicate the maximum number of units allowed per net acre. It is important to note that the residential development densities can be increased above the base densities indicated in this section through utilization of the density bonus incentives in the City's Zoning Ordinance but may not exceed the maximum densities as prescribed herein. These density bonuses are based on design in harmony with community objectives, site area to encourage lot consolidation, provision of affordable housing units and provision of affordable housing units for

the elderly. The General Plan allows for densities per net acre in the residential land use designations as follows:

	<u>Base Density</u>	<u>Maximum Density</u>
Low Density	4.36 DU/Acre	10.89 DU/Acre
Medium Density	10 DU/Acre	32 DU/Acre
High Density	20 DU/Acre	48 DU/Acre

5.1.1a Low Density Residential: Includes dwelling units from a base density of 4.36 du/acre to a maximum of 10.89 du/acre. Product types at the base density and below are typically detached, single family units, while at the maximum density attached units may be necessary.

5.1.1b Medium Density Residential: Includes dwelling units from a base density of 10 du/acre to a maximum of 32 du/acre. Product types at the base density include townhomes and other attached housing types. At the higher allowable densities, housing product types would typically be stacked flat condominium/apartments and mid-rise condominium/apartments.

5.1.1c High Density Residential: Includes dwelling units from a base density of 20 du/acre to a maximum of 48 du/acre. Product types at the base density include stacked flat condominium/apartments. At the higher allowable densities, housing product types are mid-rise condominium/apartments. Features to achieve such densities per net acre could include below grade parking or parking structure.

5.1.2 Commercial

This land use designation includes both neighborhood and regional commercial sites which take the form of strip commercial development, the Buena Park Shopping Mall and commercial uses in the Central Business District.

5.1.3 Tourist Entertainment

Land uses that attract and entertain tourists and visitors to the City fall under this category. This is basically a specialized commercial land use designation which includes amusement parks, restaurants, hotels, motels theatres, museums, convention centers, and service and retail uses that cater to tourists, visitors, and residents. Some tourist entertainment land uses exhibit large amounts of open space. Existing examples of tourist entertainment are found along Beach Boulevard including Knott's Berry Farm, Movieland Wax Museum and Medieval Times.

5.1.4 Office Professional

This land use category designates areas for professional, medical and business offices with some supporting uses, in an attractive environment.

LAND USE

5.1.5 Research and Development

This land use category designates areas for administrative offices and limited light manufacturing uses as well as research offices and laboratories.

5.1.6 Commercial Service

This land use category designates areas for commercial activities and limited industrial services not appropriate for location in central commercial areas.

5.1.7 Light Manufacturing

This land use category designates areas for small and medium size industrial uses which are not likely to have adverse effects upon each other or upon neighboring residential or commercial areas.

5.1.8 Heavy Manufacturing

This land use category designates areas for manufacturing and distribution uses which require relatively large sites to protect such uses from the disruptive effects of unrelated commercial or other activity in their midst and to protect the surrounding community from adverse environmental effects of industrial activity.

5.1.9 Open Space

This land use category designates open space areas, including transportation and utility right-of-way corridors and recreational uses located in or using substantial open space, which contribute to the quality of the community environment by remaining open in character and not intensively used for residential, commercial, or industrial activities.



THE VILLAGE BUSINESS AND INDUSTRIAL CENTER

To aid in a discussion of the Land Use Plan Map the City has been divided into planning areas as illustrated on the Community Planning Areas Map.

5.2 Planning Area #1 - Buena Park Industrial

The land in this planning area is located north of Orangethorpe Avenue, to the northwest city boundaries of Buena Park. The area is predominately in industrial uses and the Land Use Plan proposes continued use in this manner. However, to promote the smooth functioning of the larger industrial area southwest of the freeway and the smaller area northeast of the freeway, it is proposed that the portions of Knott Avenue northerly and southerly of the freeway be connected in an appropriate manner.

The industrial area is generally flat and well suited for industrial development. Other advantages are that the area is directly served by two freeways and two railroads. The Artesia-Riverside Freeway is a logical boundary for industrial use, but a significant amount of residential use has already developed on the land north of the Artesia-Riverside Freeway, west of Knott Avenue. Since this housing is relatively new, it should remain in its present land use. A vacant 4.7 acre parcel should also remain in a residential designation to be compatible with these adjacent residential uses. A vacant portion of Buena Park Jr. High School is being considered for the Commercial designation since it has frontage on Orangethorpe Avenue and is adjacent to commercially developed property.

The area between Artesia Boulevard and the Santa Ana Freeway, near their intersection, was designated Light Industrial. Recent analysis of this area shows a greater potential for Commercial than for Light Industrial. The proximity and visibility from the highly traveled Santa Ana Freeway and from Artesia and Manchester Boulevards, gives this area the ability to support semi-regional retail and service uses. The area could also provide neighborhood oriented uses because of its proximity to the high density residential areas developing on both sides of Artesia Boulevard. Therefore, this area is proposed for Commercial on the Land Use Plan.

5.3 Planning Area #2 - North Beach Boulevard

Residentially developed La Mirada borders this area on the west. The Santa Fe Railroad acts as its southern boundary. A residentially developed Orange County island exists to the west and is within the City's sphere of influence. This county island is deemed suitable for annexation and the City has made one attempt to do so. Land uses within the planning area are mixed, including varying densities of residential developments, commercial, open space, recreational and industrial. The plan proposes no change in the pattern of established land uses throughout the area.

5.4 Planning Area #3 - Bellehurst

The Los Coyotes Country Club and Golf Course is the focal point for this low density residential area. The topography is moderately rolling over the major portion of this area, which is reflected in the existing subdivision pattern.

Bellehurst has a high quality large lot residential environment and represents the upper price range of dwelling unit types offered in Buena Park.

The area has developed in accordance with previously adopted General Plans and with the exception of a few vacant residential lots is fully developed. No changes to the existing land uses are contemplated in the Land Use Plan.

5.5 Planning Area #4 - Central Business

Uses in this area include a variety of commercial uses, industrial uses, single family and multiple family residential uses. The commercial uses are typically located along the larger streets including Beach Boulevard, Manchester Boulevard, and Commonwealth Avenue. Interior of these commercial spines, residential uses in varying densities are found. Industrial uses are also found within this area and are located along portions of Dale Street, Artesia Boulevard, Western Avenue, and also along portions of both the Southern Pacific and Santa Fe Railroads' right-of-way. This area contains much of the historic core of the City of Buena Park, which accounts in large part for the diversity of uses found within it.

The Land Use Plan generally maintains the pattern of uses established by the 1980 General Plan and subsequent amendments to it. Several changes are proposed to more correctly define the intents of the 1980 General Plan. Specified areas on the west side of Homewood Avenue are proposed for the Low Density Residential designation instead of the Office Professional and Commercial designations. The intent for these areas was and still is to allow low density residential or parking to support commercial uses located on Beach Boulevard. The proposed Land Use Plan will more correctly mirror and effectuate this intent. Also, the Civic Center is proposed for the Commercial designation to more closely mirror its use and development.

In addition, an Orange County island, located on the north side of Whitaker Street (Valencia Avenue) is proposed to be shown on the Land Use Plan as Light Industrial. This island was identified as appropriate for annexation in the 1980 General Plan, but was not placed on the Land Use Plan. The island presently receives its water service from Buena Park and is in the same ownership as an adjacent industrially designated property in Buena Park which is vacant. Annexation of this island could enhance the development opportunities for both properties.

5.6 Planning Area #5 - Central Freeway

This planning area exhibits a wide range of land uses. The intents of the 1980 General Plan are generally maintained in this area and have served the continued development of the area well. However, some refinements are proposed. The largest change proposed in this area is a change from Commercial and Light Industrial to Commercial Service on properties located north of Orangethorpe Avenue between Western and Knott Avenues. These properties contain a car dealership and a variety of commercial and industrial uses, many of which are developed in "incubator industrial" type complexes. The Commercial Service designation will

allow a wider array of commercial uses in this area befitting its location on a major street, while still allowing appropriate industrial uses.

5.7

Planning Area #6 - Southeast Residential

This planning area lies south of the Artesia - Riverside Freeway and is bounded on the west by the Beach Boulevard Entertainment Corridor and Knott's Berry Farm, and on the east by the City of Anaheim. Land uses are predominantly low density residential. However, this area also contains important commercial uses including the regional Buena Park Mall, and the Market Place in Buena Park Shopping Center. This area has developed well and most recently has seen development of needed higher income housing on two closed school sites and a new 18.8 acre shopping center.

5.8

Planning Area #7 - Tourist Recreational/Commercial

The Tourist/Recreational planning area is generally located south of the Riverside-Artesia Freeway and exhibits a mix of entertainment uses and commercial facilities serving both visitors and the community. Major entertainment uses include Knott's Berry Farm, Movieland Wax Museum, and Medieval Times. Hotels, motels and restaurants compliment these uses and growth in retail and services has recently occurred.

A strong City planning effort was recently made for this area which culminated in the award winning Beach Boulevard Entertainment Corridor Specific Plan. This document, in concert with the General Plan, is providing excellent guidance for the development and redevelopment of this area.

The only amendment proposed to the Land Use Plan in this area is the Commercial designation of a property on the south side of La Palma Avenue easterly of Beach Boulevard.

5.9

Planning Area #8 - Southwest Residential

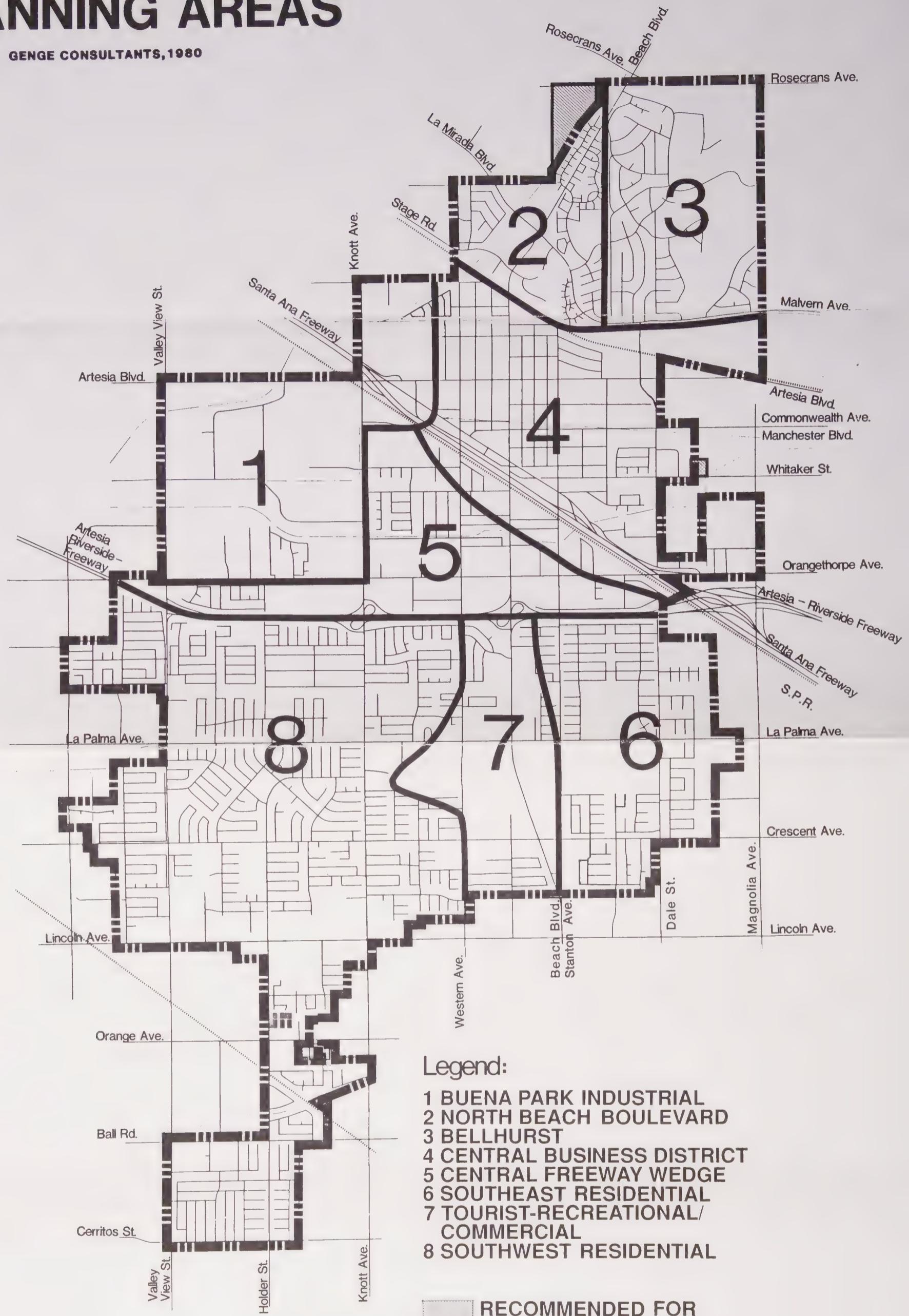
This large portion of the City, south of the Artesia-Riverside Freeway and generally west of Western Avenue, has a strong low density residential character. The Land Use Plan proposes to maintain this character while continuing to provide for desired commercial facilities. Minor adjustments are proposed to mirror existing land uses, to amend the City boundaries, and to designate property received from the City of Anaheim as Low Density Residential. This exchange of property was to facilitate a new residential development on Orange Avenue.

LAND USE



PLANNING AREAS

SOURCE: GENGE CONSULTANTS, 1980



REVISED	RESOLUTION
4/2/90	9074



GROWTH MANAGEMENT ELEMENT

1.0 Statement of Purpose and Intent

The purpose and intent of this Element is to promote orderly growth and development based on the City of Buena Park's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" (Measure "M").

1.1 Definitions

1. "Capital Improvement Program" (CIP) shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service (LOS) and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. "City" shall mean the City of Buena Park unless otherwise stated.
3. "Comprehensive Phasing Program" (CPP) shall mean a road improvement and financing plan which responds to the LOS requirements in this Element. With regard to road improvements, a CPP must include LOS requirements and take into account measurable traffic impacts on the circulation system.
4. "Critical movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
5. "Development Phasing Program" shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation improvements. The City shall specify the order of improvements and phasing based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
6. "Deficient Intersection Fund" shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.

GROWTH MANAGEMENT ELEMENT

7. "Deficient Intersection List" shall mean a list of intersections that: 1) do not meet the Traffic LOS Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc.); and 2) are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
8. "Growth Management Areas (GMAs)" shall mean subregions of the County established by the Regional Advisory and Planning Council (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.
9. "Growth Management Element" shall mean the Growth Management Element of the City of Buena Park General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
10. "Local Transportation Authority" as currently designated by the Orange County Board of Supervisors shall mean the Orange County Transportation Authority.
11. "Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
12. All other terms shall be defined in the Buena Park Municipal Code as of the date of adoption of this Element.

1.2 Goals and Objectives

The goals of this Element are to reduce traffic congestion and provide adequate transportation for existing and future residents of the City. These goals will be accomplished through implementation of the policies and programs set forth in this Element.

Achievement of these goals shall be measured by the following objectives:

1. Transportation: The circulation system shall be implemented in a manner that achieves the established Traffic Level of Service Policy.

2. Development Phasing: Development shall be phased in a manner consistent with the applicable CPP.

1.3 Policies

1. Traffic Level of Service (LOS)

It is the policy of the City that the target for level of service for traffic circulation in the City shall be LOS "D", and prior to issuance of building permits, or recordation of the final tract or parcel map, the necessary improvements to transportation facilities to which the project contributes measurable traffic, shall be constructed or bonded to ensure construction within one year to attain said LOS "D" at the intersections under the sole control of the City. The City may, under certain circumstances, extend the one-year construction requirement for any necessary public improvements due to special agreements or project phasing.

Intersections exempt from the above paragraph include facilities under the jurisdiction of another jurisdiction or the State or those included on the Deficient Intersection List established pursuant to this Element. However, it is the policy of the City that all development contributing measurable impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection on the system will be assessed a mitigation fee determined by the involved jurisdictions and locally administered as part of the Capital Improvement Program.

Achievement of said adopted LOS "D" standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance).

LOS will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority. The traffic LOS policies outlined herein only apply to traffic analysis required as a result of new development projects.

2. Development Mitigation

It is the policy of the City that all new development pay its share of regional traffic mitigation.

It is the policy of the City to impose a traffic impact mitigation fee for improvements within its boundaries and to work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.

It is the policy of the City that new Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

3. Development Phasing

It is the policy of the City that development shall be phased in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. It is the intent that such CPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system.

1.4 Implementation Programs

1. Development Mitigation Program: By June 30, 1993, a Development Mitigation Program shall be established and adopted to require that all new development pays its share of the costs associated with that development. Participation shall be on a pro-rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The Program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within GMAs. The City may elect to use existing traffic mitigation fee programs to receive credit with regard to the GMA base level fee.

2. Comprehensive Phasing Program: (CPP) By June 30, 1993, the City shall provide, and adopt a CPP. The

CPP shall contain a development phasing component to ensure that infrastructure is added as development proceeds so that the provision of road improvements is in balance with demand. The Program shall provide reasonable lead time to design and construct specific transportation improvements.

3. Performance Monitoring Program: By June 30, 1993, a Performance Monitoring Program shall be established and adopted to provide an annual evaluation of compliance with development phasing allocations established pursuant to Sections D.2 and E.3 of this Element. This program will also ensure that road improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved.

In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports provided under this Program shall utilize data collected within three (3) months of preparation of the report but not within the time period of June through August and November 15 through January 5. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

4. Traffic Improvement/Public Facilities Development Agreements: In the event the financing and implementation provisions of this Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.
5. Additional Implementation Programs: Other implementing measures, as deemed necessary by the City to further the goals of this Element, may be established.
6. Policy on Jobs and Housing: Recognizing the constraints of existing physical development characteristics, it is the policy of the City to strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses are proportionally balanced.

GROWTH MANAGEMENT ELEMENT

7. Inter-Jurisdictional Planning: The City is currently participating and will continue to participate in inter-jurisdictional planning forums through established Growth Management Areas.
8. Transportation Demand Management: The City shall promote traffic reduction strategies through the measures in its adopted Transportation Demand Management Ordinance, which may be amended from time to time to implement the policies of the adopted General Plan.

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**TECHNICAL APPENDIX FOR GENERAL PLAN
CITY OF BUENA PARK**

CITIZEN PARTICIPATION

PAGE

Proposed General Plan Goals Rating Form	187
Questionnaire Analysis	200

CIRCULATION ELEMENT

Letters from railroads regarding frequency of trains and anticipated increases	217
Traffic Problem Areas Map, from Citizen Survey	218a

CONSERVATION ELEMENT

List of Animal Life in Buena Park	219
List of Plant Life in Buena Park	220

NOISE ELEMENT

Traffic Volume Data for Major and Secondary Arterials, for CNEL Contour Analysis	223
Noise Measurement Sites and Data Analysis	228

ECONOMICS ELEMENT

Community Economic Profile, January 1979	235
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CITY OF BUENA PARK
PROPOSED GENERAL PLAN GOALS
RATING FORM

Please identify your committee or commission: _____

On the following attached list are proposed General Plan Goals for the City of Buena Park. Please rate (check the appropriate circle on a scale of most important (1) to least important (4)).

In rating your goals, you may want to consider such factors as:

- o The number of people who will benefit.
- o The degree of benefit.
- o The costs in terms of human and economic resources.
- o The needs of the City of Buena Park.

PLEASE FILL OUT ALL INFORMATION PRIOR TO YOUR COMMISSION OR COMMITTEE MEETING.

CITY OF BUENA PARK PROPOSED GENERAL PLAN GOALS RATING FORM

RATING

Land Use:

- | | |
|------------------|--|
| 0 0 0 0 | 11. To promote the concept of land as a natural resource. |
| 0 0 0 0 | 12. Maintain existing land use patterns. |
| 0 0 0 0 | 13. Promote land use patterns based upon needs, compatibility, and long term impacts. |
| 0 0 0 0 | 14. To ensure the availability of urban services are consistant with demonstrated land use needs. |
| 0 0 0 0 | 15. To encourage land uses that promote energy conservation and discourage uses that cause excessive energy consumption. |
| 0 0 0 0 | 16. Promote land use patterns based upon overall energy efficiency. |
| 0 0 0 0 | 17. To establish land uses that promote economic stability and social equity and viability. |
| 0 0 0 0 | 18. Encourage recycling of buildings that are vacant or derelict or both. |

Circulation:

- | | |
|------------------|---|
| 0 0 0 0 | 19. Development of an efficient, balanced, well-integrated, multi-modal transportation system that could satisfy the various short and long term travel needs for the movement of people and goods. |
| 0 0 0 0 | 20. Development of an inner-city transportation system that is responsive to the needs of the neighborhoods and community at large. |
| 0 0 0 0 | 21. Development of a transportation system based upon energy efficiency. |
| 0 0 0 0 | 22. Development of a unified governmental and public effort towards establishment of a community oriented transportation system. |
| 0 0 0 0 | 23. Encourage alternate modes of transportation for inner-city circulation. |
| 0 0 0 0 | 24. Promote upgrading of the existing street system. |
| 0 0 0 0 | 25. Encourage special transportation services for needy senior citizens and handicapped. |
| 0 0 0 0 | 26. Promote exclusive bicycle lanes that connect to surrounding cities bicycle network. |

Housing:

- | | | | | |
|---|---|---|---|--|
| 0 | 0 | 0 | 0 | 27. To encourage decent, affordable housing and a suitable living environment for all, with highest priority to low and moderate income persons. |
| 0 | 0 | 0 | 0 | 28. To significantly widen housing opportunities for low and moderate income persons and minority group members. |
| 0 | 0 | 0 | 0 | 29. To maintain sound neighborhoods and conserve the existing housing stock. |
| 0 | 0 | 0 | 0 | 30. To rehabilitate deteriorating houses and neighborhoods. |
| 0 | 0 | 0 | 0 | 31. To encourage the location of housing and jobs in close proximity. |
| 0 | 0 | 0 | 0 | 32. To assure adequate delivery of high quality community services to all residents, particularly those needs that are greatest. |
| 0 | 0 | 0 | 0 | 33. To protect and enhance environmental amenities and avoid environmental hazards in providing housing. |
| 0 | 0 | 0 | 0 | 34. To broaden the scope and efficiency of the housing industry and market. |
| 0 | 0 | 0 | 0 | 35. To promote a more effective governmental role in meeting housing needs. |
| 0 | 0 | 0 | 0 | 36. To encourage a high degree of representative citizen involvement in housing. |
| 0 | 0 | 0 | 0 | 37. Encourage the use of federal programs in housing rehabilitation. |
| 0 | 0 | 0 | 0 | 38. Encourage procedures that speed up processing applications for rezoning subdivisions, and building permits so that the city gives priority to proposals that acknowledge its policy for provision of affordable units. |

Conservation:

- | | |
|------------------|---|
| 0 0 0 0 | 39. To encourage the protection and enhancement of unique natural and historic resources. |
| 0 0 0 0 | 40. To discourage environmental degradation. |
| 0 0 0 0 | 41. Encourage the re-use of treated water. |
| 0 0 0 0 | 42. Encourage use of vacant land for garden plots. |

Open Space:

- | | |
|------------------|---|
| 0 0 0 0 | 43. To provide open space for outdoor recreation and natural resource preservation. |
| 0 0 0 0 | 44. To promote open space for inter-city linkages. |
| 0 0 0 0 | 45. To provide open space to enhance urban form and efficiency. |
| 0 0 0 0 | 46. To ensure the equitable distribution of open space costs and benefits. |
| 0 0 0 0 | 47. Encourage temporary landscaping on unused lots in business districts. |
| 0 0 0 0 | 48. Promote increase of recreational facilities and expansion of recreational services. |
| 0 0 0 0 | 49. Encourage use of schools as recreational open space. |
| 0 0 0 0 | 50. Promote commercial recreation to augment public facilities. |

Seismic Safety:

- | | |
|------------------|--|
| 0 0 0 0 | 51. Promote the establishment of stricter regulations and building codes than currently required by State law for new development. |
| 0 0 0 0 | 52. Strengthen coordination between city officials and other agencies that provide disaster relief. |

- Noise:
- 0 0 0 0 53. Promote the establishment of stricter noise regulations associated with land uses than currently utilized by the City.
- 0 0 0 0 54. Encourage the City to establish noise abatement programs for problem areas.
- 0 0 0 0 55. Encourage the development of land use patterns on the basis of noise generation.
- Scenic Highways:
- 0 0 0 0 56. Encourage the beautification of city streets.
- 0 0 0 0 57. Promote the establishment of scenic corridors throughout the City.
- 0 0 0 0 58. Improve and supplement plantings (street trees) on major and scenic streets.
- 0 0 0 0 59. Strengthen the city's gateway (entrance) identity.
- 0 0 0 0 60. Promote usual separation between the railroad tracks and surrounding uses.
- 0 0 0 0 61. Promote a city wide image program.
- 0 0 0 0 62. Encourage use of underground utilities on major streets.
- Safety:
- 0 0 0 0 63. Avoid adverse social, economic and environmental impacts in the provision of public and municipal services.
- 0 0 0 0 64. Assure equity in the distribution of all public services.
- 0 0 0 0 65. To improve the effectiveness of public services in meeting an increase in social need.
- 0 0 0 0 66. Encourage land use patterns that are consistent with known environmental hazards.

Historic Preservation:

- | | |
|------------------|---|
| 0 0 0 0 | 67. Encourage the preservation of buildings identified as having city-wide and/or community significance. |
| 0 0 0 0 | 68. Encourage the preservation of landscapes identified as having city-wide and/or community significance. |
| 0 0 0 0 | 69. Promote the establishment of economic programs to preserve buildings and/or landscapes of historical significance. |
| 0 0 0 0 | 70. Encourage cultural facilities associated not only within the sphere of influence of the City, but beyond e.g., museums. |

Energy:

- | | |
|------------------|---|
| 0 0 0 0 | 71. Promote the establishment of energy efficiency for all new development. |
| 0 0 0 0 | 72. Promote the establishment of an energy efficient inter-city transportation network. |

Economic:

- | | |
|------------------|---|
| 0 0 0 0 | 73. To increase employment diversification. |
| 0 0 0 0 | 74. To promote a stable economy, emphasizing equity. |
| 0 0 0 0 | 75. To encourage more efficient management. |
| 0 0 0 0 | 76. To improve economic services and the social climate. |
| 0 0 0 0 | 77. To promote the conservation and efficient utilization of natural resources and the protection of environmental amenities. |
| 0 0 0 0 | 78. To assure that economic development respects environmental and social values. |
| 0 0 0 0 | 79. To improve the effectiveness of government in meeting economic development needs. |
| 0 0 0 0 | 80. To increase public participation in the economic decision making process. |
| 0 0 0 0 | 81. To promote an equitable tax structure. |

CITY OF BUENA PARK ALTERNATIVES

The following attached alternative scenarios are intended to be examples of possible futures for the City of Buena Park. As such, they provide the basis for meaningful discussion of the major issues facing the City, suggesting a variety of directions or choices and revealing the trade-offs involved in developing a General Plan which would be in the best interests of city residents.

The scenarios are intended to serve as departure points for generating alternative plans of action for the City of Buena Park.

Please read each scenario and check the box indicating your overall preference of a preferred alternative:

I would prefer alternative:

- | | |
|-------------------------|---|
| <input type="radio"/> A | <input type="radio"/> I believe the City should move in this direction. |
| <input type="radio"/> B | <input type="radio"/> I believe the City should not move in this direction. |
| <input type="radio"/> C | <input type="radio"/> I think the City will move in this direction |
| | <input type="radio"/> I do not think the City will move in this direction. |

ALTERNATE A

Scenario:

Alternate "A" is characterized by an increased population through replacement of commercial and industrial centers with residential land uses. This community is characterized as amenity oriented with major emphasis placed upon open space, recreation, and leisure related commercial centers (restaurants, theaters, shops, etc.) located strategically throughout the City. Major employment centers are located outside of the City and required residents to commute establishing the City as a "bedroom community".

In response to less commercial and industrial activity, there is an overall government and public service economic slowdown. As there are fewer "problem" areas, public servants concentrate upon providing the City with leisure oriented programs and activities. In concert with this, the price of housing escalates effectively removing low income and many elderly citizens.

ALTERNATE B

Scenario:

Alternate "B" is characterized by a major increase in population and economic activity. Overall residential density increases with newly constructed multi-family complexes replacing older single family residential units and tracts. In the process of this redevelopment, some open space and parks are consumed and replaced with building complexes interconnected by plazas. This overall higher density allows for affordable housing, bringing low income and elderly citizens into the community.

New development patterns give the community a polished and sleek look, emphasized by wide boulevards (some newly constructed) and associated steel and glass commercial office complexes.

This main redevelopment and increased resident population require more city services. Programs and activities sponsored by the City are geared to help the citizens cope with urbanization. Economic activity is strongly decentralized with major employment centers scattered throughout the City. Although the employment centers are relatively close to homes, travel time to and from work increase due to congestion.

ALTERNATE C

Scenario:

Alternate "C" is characterized by a modest increase in population and economic activity. New residential areas are primarily a result of infilling previously vacant land with single family detached units. Delapidated and sub-standard housing is furthermore removed to make way for new housing units. Overall, housing in the City is characterized by a mixture of old and new, in a variety of architectural styles that accommodate primary lower middle, middle and upper middle income people.

Economic activity is primarily associated with transportation corridors. Some infilling and reconstruction of commercial properties takes place concentrating upon small neighborhood oriented shopping centers occurring at the intersections of major streets. Automobiles and limited bus service provide the inner-city transportation network. Associated with the modest increase in population is a similar increase in public services.

ALTERNATIVE D

PLEASE UTILIZE THIS PAGE TO DEVELOP YOUR OWN ALTERNATIVE FOR THE
CITY OF BUENA PARK

Scenario:

PLEASE LIST THE FIVE MOST POSITIVE ASPECTS OF LIFE IN BUENA PARK:

PLEASE LIST FIVE MOST NEGATIVE ASPECTS OF LIFE IN BUENA PARK:

February 12, 1980

QUESTIONNAIRE ANALYSIS - CITY STAFF

City Staff identified two categories as most important in the questionnaire. They were:

- o General
- o Land Use

Categories identified as least important were:

- o Noise
- o Historic preservation

Individual goals which clearly carried the most importance to City Staff were limited to:

- #3. To protect public health, safety, and welfare.
- #29. To maintain sound neighborhoods and conserve the existing housing stock.
- #40. To discourage environmental degradation.

Category Analysis

General

- o One of the two most important categories of goals to the City Staff
- o Protecting the public health, safety and welfare was identified as the most important goal of any contained in the questionnaire.
- o Of extreme importance in this category were the goals for improving the quality of life, and protection and improvement of environmental quality.
- o Of relative unimportance were economic coordination between public and private sector, and promoting effective and representative citizen participation in governmental decisionmaking.

Land Use

- o This category was identified to be of extremely high importance.
- o Much importance was placed on promoting land use patterns based upon needs, compatibility, and long term impacts; and promoting land use patterns based upon overall energy efficiency.
- o Other goals were identified to have moderate importance.
- o Maintaining existing land use pattern was recognized to have less importance than other land use goals.

Circulation

- o Very mixed in identification of importance.
- o A transportation system based on energy efficiency was of most importance in this group.
- o Most other goals had mixed levels of importance identified for them.
- o Encouraging special transportation services for the elderly and handicapped was clearly split in importance to members of City Staff.
- o Of least importance in this group was a unified governmental and public effort towards establishment of a community oriented transportation system.

Housing

- o This category was identified to be moderately important.
- o Of most importance to City Staff within the category was maintenance of sound neighborhoods and existing housing stock.
- o Receiving relatively high scores for importance from City Staff were goals concerned with rehabilitating of deteriorating housing and neighborhoods, and those associated with location of housing and jobs in close proximity.
- o Of much lesser importance to City Staff were goals for widening of housing opportunities for low and moderate income groups and minorities, a more effective governmental role in meeting housing needs, and encouragement of high degree of representative citizen involvement in housing.

Conservation

- o As a group, conservation goals were regarded as moderately low in importance.
- o However, discouraging environmental degradation ranked as one of the most important goals in the entire questionnaire.
- o Very low importance was placed on reuse of treated water and use of vacant land for urban gardens.

Open Space

- o As a group, generally regarded as goals with less importance.
- o Use of schools as recreational open space received moderate support as an important goal.
- o Inter-city linkages were of little importance to City Staff.

Genge Consultants

OF SOUTHERN CALIFORNIA

Seismic Safety

- o Identification of goals as important in this category was mixed.
- o Coordination between city officials and appropriate agencies providing disaster relief was considered fairly important.
- o Development of stricter building codes and regulations for new development was clearly considered unimportant.

Noise

- o Noise goals received little indication that they were important to the City Staff.
- o One of the two least important categories in the entire questionnaire to City Staff.

Scenic Highways

- o Only of moderate importance to the City Staff.
- o Visual separation between railroad tracks and it's environs was considered most important.
- o Beautification, and undergrounding of utilities were also noted to be important.

Safety

- o As a group, safety goals were moderately important.
- o Avoidance of adverse social, economic, and environmental impacts, and encouragement of land use patterns consistent with environmental hazards were expressed to be important.
- o Improving public services to meet increasing social needs was regarded as least important.

Historic Preservation

- o As a group, goals were considered unimportant.
- o Identified by staff to have very low importance.
- o Only encourage cultural facilities of city and regional use rated as moderately important to City Staff respondents.

Genge Consultants

OF SOUTHERN CALIFORNIA

Energy

- o Promoting energy efficiency for all new development was identified as highly important.
- o Establishment of an energy efficient inter-city transportation network was of moderate importance.

Economic

- o As a group the economic goals were considered moderately important.
- o Two goals, however, were considered to have much less importance, they were:
 - Improve economic services and social climate.
 - Increase public participation in the economic decision-making process.

JD:aes

400



The Atchison, Topeka and Santa Fe Railway Company

A Santa Fe Industries Company

Atchison Building
5200 East Sheila Street
Los Angeles, California 90040

February 10, 1981
0-33000

RECEIVED

FEB 12 1981

PLANNING DEPT.
BUENA PARK

Mr. Kenneth W. Griffith
Senior Planner
CITY OF BUENA PARK
6650 Beach Boulevard
Buena Park, California 90622

Dear Mr. Griffith:

Your letter of February 3, 1981 concerning frequency of train operations.

An average of 14 passenger and 15 freight trains currently move through your area and you can expect an annual 5% freight train increase in frequency over the next five years.

Yours truly,

A handwritten signature in cursive script that appears to read "D. M. Miller".
D. M. Miller
Superintendent

DMM/ikp

Southern Pacific Transportation Company

421 NORTH BROOKHURST ST., SUITE 228
ANAHEIM, CALIFORNIA 92801
PHONE (714) 535-7461
SALES DEPARTMENT

IN REPLY PLEASE REFER TO
S-1519

A-61-1

RECEIVED

February 9, 1981

Mr. Patrick D. Brown
Director of Planning & Building Dept.
City of Buena Park
6650 Beach Blvd., P. O. Box 5009
Buena Park, California 90622

PLANNING DEPT.,
BUEA PARK

Attention: Kenneth W. Griffith

Gentlemen:

This is in reply to your letter of January 28th to Mr. L. M. Brown requesting information as to the number of trains operating within Buena Park on a daily basis.

Using Beach Boulevard and our tracks as a point of reference, there will be 6 trains (3 in each direction) and 8 switch engines (4 in each direction) six days a week crossing this intersection.

At Knott and Artesia, at the edge of the Buena Park industrial area, there will be the same number of crossings, plus four more due to switch engines serving the industries in that area working back over the crossing.

Our best estimate for the next five years indicates that no more than one additional switch engine will be required under the best of business conditions. This would create an additional four crossings at both Beach and Knott.

If you have any further questions, suggest you call our Assistant Terminal Superintendent, C. W. Meadows, phone 533-1531. He will be pleased to assist you with any information pertaining to train operations in Buena Park.

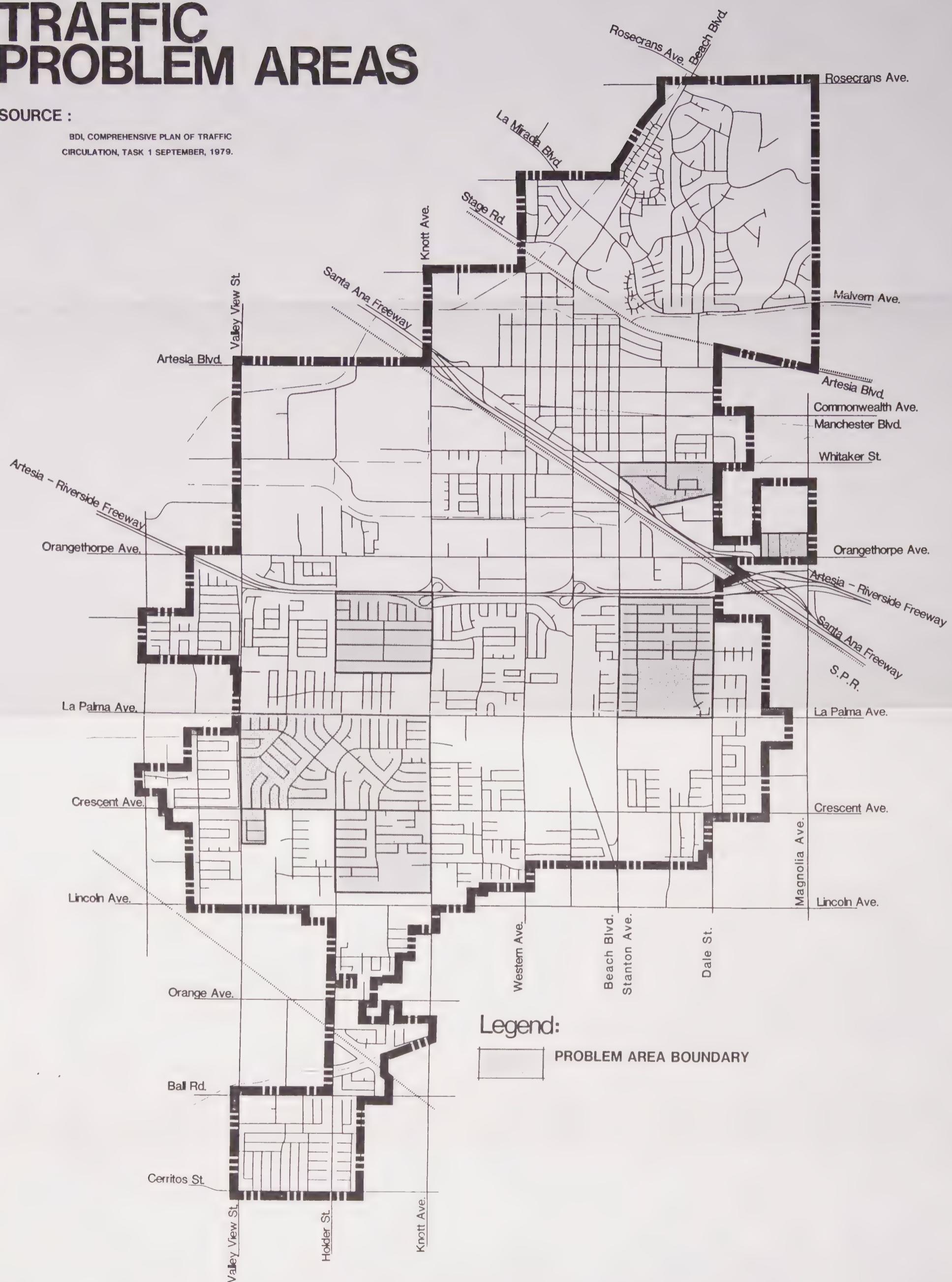
Yours truly,

C. E. Leahy
C. Edward Leahy
District Sales Manager

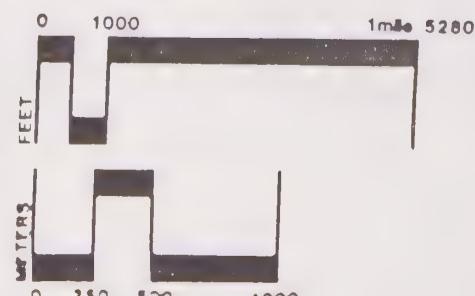
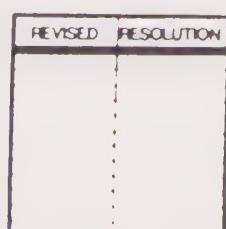
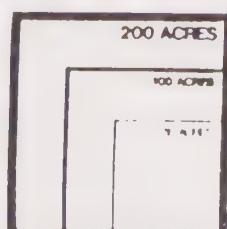
TRAFFIC PROBLEM AREAS

SOURCE :

BDI, COMPREHENSIVE PLAN OF TRAFFIC CIRCULATION, TASK 1 SEPTEMBER, 1979.



THE SP GROUP
(Formerly Genge Consultants)



LIST OF ANIMAL LIFE IN BUENA PARK

The following lists of animals common to the coastal sage-scrub community in the West Coyote Hills, are not intended to be exhaustive as many animals and migrant birds are not included:

Birds

Wrentit
Red-Tailed Hawk
Marsh Hawk
Sparrow Hawk
Brown Towhee
Road Runner
Bushtit
Scrub Jay
Bewick's Wren
California Thrasher
Mourning Dove
California Quail
Red-Shafted Flicker
White-Crowned Sparrow
Rufous-Crowned Sparrow
Turkey Vulture
Anna's Hummingbird
Hermit Thrush
Audobon's Warbler
House Finch
Loggerhead Shrike
Ruby-Crowned Kinglet

Mammals

Canis latrans
Thomomys bottae
Sylvilagus audoboni
Sylvilagus bachmani
Lepus californicus
Odocoileus hemionus
Mephitis mephitis
Peromyscus californicus
Peromyscus sp.
Perognathus sp.
Dipodomys agilis
Neotoma Fuscipes
Didelphis marsupialis
Myotis sp.

Coyote
Pocket Gopher
Cottontail Rabbit
Brush Rabbit
Blacktail Jackrabbit
Mule Deer
Striped Skunk
California Mouse
White-footed Mouse
Pocket Mouse
Pacific Kangaroo Rat
Wood Rat
Opossum
Evening Bat

Reptiles

Sceloporus occidentalis
Uta stansburiana
Gerrhonotus multicarinatus
Phrynosoma coronatum
Pituophis melanoleucus

Western Fence Lizard
Side-Blotched Lizard
Southern Alligator Lizard
Coast Horned Lizard
Gopher Snake

Lampropeltis getulus
Crotalis viridis

Common King Snake
Western Rattlesnake

LIST OF PLANT LIFE IN BUENA PARK

The Costal Sage Scrub Community Includes:

Artemisia californica
Rhus integrifolia
Eriogonum fasciculatum
Eromoeocarpus setigerus
Heteromeles arbutifolia
Opuntia occidentalis
Cucurbita foetidissima
Erodium sp.
Nicotiana glauca
Brodiaea pulchella
Sambucus mexicana
Raphanus sativa
Lupinus sp.
Haplopappus venetus
Lotus scoparius
Atriplex sp.
Solanum umbelliferum
Salvia meffifera
Salvia leucophylla
Salvia apiana
Dudleya sp.
Marah macrocarpa

California Sagebrush
Lemonade Berry
California Buckwheat
Turkey Mullein
Toyon
Prickly Pear Cactus
Wild Gourd
Fillaree
Tree Tobacco
Wild Hyacinth
Elderberry
Wild Radish
Lupine
Goldenbrush
Deerweed
Saltbush
Nightshade
Black Sage
Purple Sage
White Sage
Live-forever
Wild Cucumber

In addition to the limited natural vegetation in Buena Park considerable quantities of plant life introduced by man and often used for landscaping and beautification purposes are as follows:

Acacia baileyana
Acacia cultriformis
Acacia latifolia
Acer saccharinum
Albizia julibrissin
Alnus rhombifolia
Araucaria excelsa

Bauhinia purpurea
Betula alba

Callistemon lanceolatus
C. viminalis
Calodendrum capense
Camphors officinarum
Cedrus atlantica

Fern Leaf Acacia
Knife Acacia
Bush Acacia
Silver Maple
Mimosa tree
White Adler
Norfolk Island Pine

Orchid tree
European White Birch

Bottle Brush
Weeping Bottle Brush
Cape Chestnut
Camphor Tree
Atlas Cedar

<i>Cedrus deodora</i>	Deodar Cedar
<i>Ceratonia siliqua</i>	Carob tree
<i>Chorisia speciosa</i>	Floss Silk Tree
<i>Citrus</i> (several species)	Orange, Lemon, Grapefruit
<i>Cupania anacardoides</i>	Carrotwood tree
<i>Cupressocyparis leylandi</i>	
<i>Cupressus arizonica</i>	Arizona Cypress
<i>Cupressus macrocarpa</i>	Monterey Cypress
<i>Cupressus sempervirens glauca</i>	Italian Cypress
<i>Erythrina caffra</i>	Coral tree
<i>Erythrina coralloides</i>	Naked Coral tree
<i>Erythrina crista-gallii</i>	Cockspur Coral tree
<i>Eucalyptus caesia</i>	
<i>Eucalyptus camaldulensis</i>	Red (Rostrata) Gum
<i>Eucalyptus cinerea</i>	Silver Dollar Gum
<i>Eucalyptus citriodora</i>	Lemon Scented Gum
<i>Eucalyptus erythrocorys</i>	Red Cap Gum
<i>Eucalyptus ficifolia</i>	Red Flowering Gum
<i>Eucalyptus globulus compacta</i>	Dwarf Blue Gum
<i>Eucalyptus lehmannii</i>	Bushy Yate
<i>Eucalyptus maculata</i>	Spotted Gum
<i>Eucalyptus polyantehmos</i>	Silver Dollar Gum
<i>Eucalyptus sideroxylon 'Rosea'</i>	Pink Iron Bark
<i>Eugenia myrtifolia</i>	Bush Cherry
<i>Ficus benjamina</i>	Weeping Chinese Banyan
<i>Ficus elastica 'Decora'</i>	Rubber plant
<i>Ficus nitida</i>	Indian Laurel
<i>Ficus uhdei</i>	Shamel (Evergreen) Ash
<i>Fraxinus velutina 'Modesto'</i>	Modesto Ash
<i>Geijera parvifolia</i>	Australian Willow
<i>Ginkgo biloba</i>	Maidenhair tree
<i>Grevillea robusta</i>	Silk Oak
<i>Hakea suaveolens</i>	Sweet Hakea
<i>Hymenosporum flavum</i>	Sweetshade tree
<i>Ilex altaclarensis 'Wilsoni'</i>	Wilson's Holly
<i>Jacaranda mimosaeifolia</i>	Jacaranda
<i>Koelreuteria bipinnata</i>	Chinese Flame tree
<i>Koelreuteria paniculata</i>	Goldenrain tree
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Ligustrum japonicum</i>	Japanese Privet
<i>Liquidambar styraciflua</i>	American Sweet Gum
<i>Liriodendron tulipifera</i>	Tulip tree
<i>Macadamia ternifolia</i>	Macadamian Nut
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Myoporum carsonii</i>	

Nerium oleander

Oleander

Olea europaea

Olive tree

Palms and Pines

Chamaedorea elegans

Neanthebella Palm

Chamaedorea excelsa

Windmill Palm

Chamaerops humilis

Mediterranean Palm

Cocos plumosa

Queen Palm

Erythea edulis

Guadalupe Palm

Phoenix canariensis

Canary Island Date Palm

Phoenix roebelenii

Pigmy Date Palm

Seaforthia elegans

King Palm

Washingtonia robusta

Mexican Fan Palm

Washingtonia filifera

California Fan Palm

Pinus canariensis

Canary Island Pine

Pinus halepensis

Aleppo Pine

Pinus pinea

Italian Stone Pine

Pinus radiata

Monterey Pine

Pinus thunbergi

Japanese Black Pine

Pinus torreyana

Torrey Pine

Pistacia chinesis

Chinese Pistache

Pittosporum rhombifolium

Queensland Pittosporum

Pittosporum undulatum

Victorian Box

Platanus racemosa

California Sycamore

Podocarpus elongatus

Weeping Fern Pine

Podocarpus gracilior

Upright Fern Pine

Podocarpus macrophylla

Yew pine

Prunus blireiana

Flowering Plumb

Prunus caroliniana

Carolina Cherry

Prunus pissardi

Purple Leaf Plum

Pyrus kawakami

Evergreen Pear

Quercus agrifolia

California Live Oak

Quercus ilex

Holly Oak

Salix babylonica

Weeping Willow

Schinus molle

California Pepper tree

Schinus terebinthifolius

Brazilian Pepper tree

Sequoia sempervirens

Coast Redwood

Ulmus parvifolia sempervirens

Evergreen Elm

Selkova serrata

Japanese Elm

APPENDIX III

TRAFFIC VOLUME DATA FOR MAJOR AND SECONDARY ARTERIALS USED IN THE
ANALYSIS OF THE EXISTING AND PROJECTED COMMUNITY NOISE EQUIVALENT
LEVEL (CNEL) CONTOURS

Table III-1 City of Buena Park, 24-Hour Traffic Volumes

	Existing 1981	Projected 1995	CNEL at 50 Feet			Distance to Contour Lines, 1981					Distance to Contour Lines, 1995				
			1981	1995	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>ARTESIA BOULEVARD</u>															
Valley View to Knott	14,100	17,800	67.5 dB	68.5 dB	+1.0 dB	190'	80'	---	---	---	230'	96'	---	---	---
Knott to Western	17,500	22,100	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
Western to Beach	18,100	22,914	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
Beach to Stanton	12,700	16,100	67.0	68.0	+1.0	180	72	---	---	---	210	88	---	---	---
Stanton to Dale	12,700	16,100	67.0	68.0	+1.0	180	72	---	---	---	210	88	---	---	---
<u>BALL ROAD</u>															
West City Limits to Holder	19,100	19,100	69.0	69.0	+0.0	250	105	---	---	---	250	105	---	---	---
Holder to Yosemite	18,100	18,100	68.5	68.5	+0.0	230	96	---	---	---	230	96	---	---	---
<u>BEACH BOULEVARD</u>															
South City Limits to La Palma	48,800*	51,000**	73.0	73.5	+0.5	450	210	88'	---	---	480	225	96'	---	---
La Palma to Orangethorpe	41,300*	43,000**	72.0	72.5	+0.5	390	180	72	---	---	420	190	80	---	---
Orangethorpe to Manchester	35,000*	36,000**	71.5	71.5	+0.0	360	165	66	---	---	360	165	66	---	---
Manchester to Stage	46,600*	44,000**	73.0	72.5	-0.5	450	210	88	---	---	420	190	80	---	---
Stage to Malvern	26,500*	27,600	70.0	70.5	+0.5	285	125	50	---	---	310	135	55	---	---
<u>COMMONWEALTH AVENUE</u>															
Western to Beach	5,800	7,400	65.0	66.0	+1.0	125	50	---	---	---	150	60	---	---	---
Beach to Stanton	9,300	9,300	67.0	67.0	+0.0	180	72	---	---	---	180	72	---	---	---
Stanton to Dale	10,100	10,100	67.5	67.5	+0.0	190	80	---	---	---	190	80	---	---	---
Dale to East City Limits	13,900	13,900	69.0	69.0	+0.0	250	105	---	---	---	250	105	---	---	---
<u>CRESCENT AVENUE</u>															
Los Amores to Valley View	10,300	13,000	66.5	67.5	+1.0	165	66	---	---	---	190	80	---	---	---
Valley View to Holder	11,200	14,200	67.0	68.0	+1.0	180	72	---	---	---	210	88	---	---	---
Holder to Knott	12,800	16,200	67.5	68.0	+0.5	190	80	---	---	---	210	88	---	---	---
Knott to Western	7,600	9,600	66.0	67.0	+1.0	150	60	---	---	---	180	72	---	---	---
Western to Beach	19,100	24,100	69.0	70.0	+1.0	250	105	---	---	---	285	125	50	---	---
Beach to Stanton	12,000	15,100	67.0	68.0	+1.0	180	72	---	---	---	210	88	---	---	---
Stanton to Dale	8,900	11,300	65.5	67.0	+1.5	135	55	---	---	---	180	72	---	---	---
<u>DALE STREET</u>															
Crescent to La Palma	13,000	16,500	67.5	68.5	+1.0	190	80	---	---	---	230	96	---	---	---
La Palma to Route 91 Freeway	5,600	7,100	64.5	66.0	+1.5	115	---	---	---	---	150	60	---	---	---
Manchester to Whitaker	3,000	3,800	61.5	63.0	+1.5	66	---	---	---	---	88	---	---	---	---
Whitaker to Commonwealth	3,700	4,700	62.5	64.0	+1.5	80	---	---	---	---	105	---	---	---	---
Commonwealth to Artesia	6,000	7,600	65.0	66.0	+1.0	125	50	---	---	---	150	60	---	---	---
Artesia to Malvern	10,700	13,500	67.0	67.5	+0.5	180	72	---	---	---	190	80	---	---	---

Table III-1, Continued
Page Two

	Existing 1981	Projected 1995	CNEL at 50 Feet			Distance to Contour Lines, 1981					Distance to Contour Lines, 1995				
			1981	1995	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>GRAND AVENUE</u>															
South City Limits to Crescent	3,100	3,900	62.0 dB	63.0 dB	+1.0 dB	72'	---	---	---	---	88'	---	---	---	---
<u>HOLDER STREET</u>															
Cerritos to Ball	3,900	3,900	63.0	63.0	+0.0	88	---	---	---	---	88	---	---	---	---
Ball to Orange	7,500	7,500	65.5	65.5	+0.0	135	55	---	---	---	135	55'	---	---	---
Orange to Lincoln	7,600	7,600	65.5	65.5	+0.0	135	55	---	---	---	135	55	---	---	---
Lincoln to Crescent	4,600	4,600	63.5	63.5	+0.0	96	---	---	---	---	96	---	---	---	---
<u>KNOTT AVENUE</u>															
Lincoln to Crescent	23,400	23,400	69.5	69.5	+0.0	270	115	---	---	---	270	115	---	---	---
Crescent to La Palma	17,500	17,500	68.5	68.5	+0.0	230	96	---	---	---	230	96	---	---	---
La Palma to Orangethorpe	20,500	20,500	69.0	69.0	+0.0	250	105	---	---	---	250	105	---	---	---
Orangethorpe to Artesia	17,000	21,400	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
<u>LA PALMA AVENUE</u>															
Valley View to San Marino	14,400	18,200	67.5	68.5	+1.0	190	80	---	---	---	230	96	---	---	---
San Marino to Knott	17,200	21,700	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
Knott to Western	18,400	23,300	69.0	69.5	+0.5	250	105	---	---	---	270	115	---	---	---
Western to Beach	22,000	27,900	69.5	70.5	+1.0	270	115	---	---	---	310	135	55'	---	---
Beach to Stanton	20,200	25,600	69.0	70.0	+1.0	250	105	---	---	---	285	125	50	---	---
Stanton to Dale	28,300	28,300	70.5	70.5	+0.0	310	135	55'	---	---	310	135	55	---	---
Dale to Bellflower	21,550	21,550	69.5	69.5	+0.0	270	115	---	---	---	270	115	---	---	---
<u>LINCOLN AVENUE</u>															
Valley View to Holder	20,900	26,400	69.5	70.0	+0.5	270	115	---	---	---	285	125	50	---	---
Holder to Knott	22,600	28,500	69.5	70.5	+1.0	270	115	---	---	---	310	135	55	---	---
<u>MALVERN AVENUE</u>															
Alondra to Beach	25,400	32,200	70.0	71.0	+1.0	285	125	50	---	---	330	150	60	---	---
Beach to Dale	19,200	24,300	69.0	70.0	+1.0	250	105	---	---	---	285	125	50	---	---
Dale to Meadowbrook	19,800	25,100	69.0	70.0	+1.0	250	105	---	---	---	285	125	50	---	---
<u>MANCHESTER BOULEVARD</u>															
Artesia to Western	19,400	24,500	69.0	70.0	+1.0	250	105	---	---	---	285	125	50	---	---
Western to Beach	13,200	13,200	67.5	67.5	+0.0	190	80	---	---	---	190	80	---	---	---
Beach to Stanton	22,600	22,600	70.0	70.0	+0.0	285	125	50	---	---	285	125	50	---	---
Stanton to Freeway Ramp	12,200	12,200	67.0	67.0	+0.0	180	72	---	---	---	180	72	---	---	---
Dale to Orangethorpe	4,500	5,700	63.5	65.0	+1.5	96	---	---	---	---	125	50	---	---	---

Table III-1, Continued
Page Three

	Existing 1981	Projected 1995	CNEL at 50 Feet			Distance to Contour Lines, 1981					Distance to Contour Lines, 1995				
			1981	1995	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>NINTH STREET</u>															
Knott to Western	4,100	5,200	63.0 dB	64.5 dB	+1.5 dB	88'	---	---	---	---	115'	---	---	---	---
Western to Beach	3,000	3,800	62.0	63.0	+1.0	72	---	---	---	---	88	---	---	---	---
<u>ORANGE AVENUE</u>															
West to East City Limits	10,900	13,800	66.5	67.5	+1.0	165	66'	---	---	---	190	80'	---	---	---
<u>ORANGETHORPE AVENUE</u>															
Valley View to Holder	16,000	16,000	68.0	68.0	+0.0	210	88	---	---	---	210	88	---	---	---
Holder to Knott	17,600	17,600	68.5	68.5	+0.0	230	96	---	---	---	230	96	---	---	---
Knott to Western	17,500	17,500	68.5	68.5	+0.0	230	96	---	---	---	230	96	---	---	---
Western to Beach	19,200	19,200	69.0	69.0	+0.0	250	105	---	---	---	250	105	---	---	---
Beach to Stanton	18,200	23,000	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
Stanton to Thomas	15,400	19,400	68.0	69.0	+1.0	210	88	---	---	---	250	105	---	---	---
Between Magnolia & Manchester	20,000	25,300	69.0	70.0	+1.0	250	105	---	---	---	285	125	50'	---	---
<u>STAGE ROAD</u>															
West City Limits to Beach	9,200	11,700	66.5	67.0	+0.5	165	66	---	---	---	180	72	---	---	---
<u>STANTON AVENUE</u>															
Beach to Crescent	12,700	16,100	67.5	68.0	+0.5	190	80	---	---	---	210	88	---	---	---
Crescent to La Palma	15,500	19,600	68.0	69.0	+1.0	210	88	---	---	---	250	105	---	---	---
La Palma to Orangethorpe	18,100	22,900	68.5	69.5	+1.0	230	96	---	---	---	270	115	---	---	---
Orangethorpe to Whitaker	13,600	17,200	67.5	68.5	+1.0	190	80	---	---	---	230	96	---	---	---
Whitaker to Commonwealth	12,600	15,900	67.0	68.0	+1.0	180	72	---	---	---	210	88	---	---	---
Commonwealth to Artesia	10,700	13,500	66.5	67.5	+1.0	165	66	---	---	---	190	80	---	---	---
<u>VALLEY VIEW STREET</u>															
Cerritos to Ball	21,800	21,800	69.5	69.5	+0.0	270	115	---	---	---	270	115	---	---	---
Lincoln to Crescent	32,000	32,000	71.0	71.0	+0.0	330	150	60'	---	---	330	150	60	---	---
Crescent to La Palma	29,000	29,000	70.5	70.5	+0.0	310	135	55	---	---	310	135	55	---	---
La Palma to Orangethorpe	28,200	28,200	70.5	70.5	+0.0	310	135	55	---	---	310	135	55	---	---
Orangethorpe to Caballero	28,000	35,400	70.5	71.5	+1.0	310	135	55	---	---	360	165	66	---	---
Caballero to Artesia	22,500	28,400	69.5	70.5	+1.0	270	115	---	---	---	310	135	55	---	---

Table III-1, Continued
Page Four

	Existing 1981	Projected 1995	CNEL at 50 Feet			Distance to Contour Lines, 1981					Distance to Contour Lines, 1995				
			1981	1995	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>WESTERN AVENUE</u>															
South City Limits to Crescent	19,000	19,000	69.0 dB	69.0 dB	+0.0 dB	250'	105'	---	---	---	250'	105'	---	---	---
Crescent to La Palma	23,500	23,500	70.0	70.0	+0.0	285	125	50'	---	---	285	125	50'	---	---
La Palma to Orangethorpe	21,500	21,500	69.5	69.5	+0.0	270	115	---	---	---	270	115	---	---	---
Orangethorpe to Commonwealth	18,000	18,000	68.5	68.5	+0.0	230	96	---	---	---	230	96	---	---	---
Commonwealth to Artesia	8,400	8,400	66.0	66.0	+0.0	150	60	---	---	---	150	60	---	---	---
Artesia to Franklin	3,200	3,200	62.0	62.0	+0.0	72	---	---	---	---	72	---	---	---	---
<u>WHITAKER STREET</u>															
Stanton to Dale	4,500	5,600	63.5	63.5	+0.0	96	---	---	---	---	96	---	---	---	---
<u>ARTESIA FREEWAY</u>															
West of Valley View****	116,700*	130,000**	67.5	68.5	+1.0	1000	550	235	---	---	1100	640	150'	---	---
Valley View to Knott****	134,700*	150,000**	68.5	69.0	+0.5	1100	640	150	---	---	1150	680	340	---	---
Knott to Beach	137,300*	154,000**	80.5	81.0	+0.5	1100	640	320	145'	58'	1150	680	340	155'	62'
East of Beach****	135,000*	151,000**	68.5	69.0	+0.5	1100	640	150	---	---	1150	680	340	---	---
<u>SANTA ANA FREEWAY</u>															
Artesia to Beach	126,700*	130,000**	80.0	80.5	+0.5	1050	600	300	130	50	1100	640	320	145	58
Beach to Route 91***	151,000*	155,000**	81.0	81.0	+0.0	640	300	110	82	58	640	300	110	82	58

*Extracted from State traffic volumes

**CalTrans forecast of average daily traffic volumes

***Below grade

****Above grade

APPENDIX IV

NOISE MEASUREMENT SITES
AND
ANALYSIS OF THE DATA

Table IV-1
CITY OF BUENA PARK

Location, Sound Exceedance Levels, and Community Noise
Equivalent Level for Each Measurement Site

Site #	Location	Sound Exceedance Levels (dB(A))			CNEL
		<u>L₅₀</u>	<u>L₁₀</u>	<u>L_{eq}</u>	
1	Northwest corner of Durango and Beach, 55' west of Beach	67.0	71.8	68.4	70* dB(A)
2	Northwest corner of Franklin and Beach, 57' west of Beach	71.5	76.3	72.7	72*
3	Rear yard, 7961 Franklin	50.0	54.0	64.3	65
4	Northwest corner of Burlingame and Malvern, 66' north of Malvern	58.5	67.0	63.1	67*
5	Northwest corner of Burnham and Artesia, 30' north of Artesia	61.8	70.5	67.7	65*
6	Rear yard, 8432 Fourth Street	52.0	68.0	68.2	64.1
7	Southeast corner of Tenth and Western, 48' east of Western	64.8	70.0	66.2	67*
8	Rear yard, 8151 Utah	63.0	68.0	67.5	68.7
9	Southwest corner of Pelican and Orangethorpe, 38' south of Orangethorpe	63.8	70.5	67.5	67*
10	Rear yard, 7461 El Cerro	65.0	70.0	67.5	69.3
11	Northeast corner of La Fiesta and La Palma, 50' north of La Palma	61.0	66.5	62.8	65*
12	Northwest corner of Goldenrod and Stanton, 42' west of Stanton	63.5	69.5	65.6	67*
13	Northwest corner of Los Molinos and Valley View, 50' west of Valley View	63.0	70.5	66.2	70*
14	Northwest corner of Santa Elena and Western, 47' west of Western	66.8	71.5	68.2	70*

Table IV-1, Continued
 CITY OF BUENA PARK, Continued
 Page Two

<u>Site #</u>	<u>Location</u>	Sound Exceedance Levels (dB(A))			
		<u>L_{se}</u>	<u>L_{te}</u>	<u>L_{eq}</u>	<u>CNEL</u>
15	Northeast corner of Mercury and Crescent, 53' north of Crescent	61.3	68.3	65.2	65* dB(A)
16	Northeast corner of Tamarack and Dale, 40' east of Dale	56.8	65.3	60.9	67*
17	Northeast corner of Fillmore and Knott, 40' east of Knott	61.0	67.8	63.9	62*
18	Parking lot of MiCasa Apartments, 6401 W. Lincoln, 55' north of Lincoln	61.5	67.5	64.5	67*
19	Southeast corner of Mt. Ripley and Holder	57.5	67.0	62.3	65*
20	Northeast corner of Eudora and Cerritos, 100' north of Cerritos	57.8	64.8	61.1	---

*Estimated from data in Table IV-1

TABLE IV-2

TRAIN MOVEMENTS ON THE A.T. & S.F. RAILWAY
 Measured at rear yard of 7961 Franklin,* Buena Park

<u>Time</u>	<u>Duration</u>	<u>Single Event Noise Exposure Level</u>	<u>Peak Level</u>
1859.36	77 Sec	94.0 dB	81.0 dB
1929.34	35	92.6	79.1
1956.00	73	96.4	87.1
2219.04	41	94.0	82.8
0052.39	32	95.2	82.6
0334.41	53	91.1	78.7
0434.05	66	95.7	85.3
0643.10	39	94.0	85.1
0838.31	60	95.6	81.5
0947.25	39	94.3	83.0
1121.47	61	96.1	82.3
1243.00	64	94.7	82.3
1307.59	57	95.0	82.8
1358.44	27	90.8	<u>81.1</u>
AVERAGE:		94.5 dB	83.1 dB

$$CNEL = \overline{SENEL} + 10 \log (N_d + 3N_e + 10 N_n) - 49.4 \text{ where}$$

\overline{SENEL} = Community noise equivalent level

\overline{SENEL} = Average single event noise exposure level

N_d = Number of train passes during daytime (7:00 am to 7:00 pm)

N_e = Number of train passes during evening (7:00 pm to 10:00 pm)

N_n = Number of train passes during nighttime (10:00 pm to 7:00 am)

$$CNEL = 94.5 + 10 \log (7 + 3 \times 2 + 10 \times 5) - 49.4 \\ = 63.1 \text{ dB at rear yard of 7961 Franklin}$$

*Measurement site approximately 150' south of railway. A 5' wall atop a 3' berm eliminates line-of-sight to the tracks.

Table IV-3

Aircraft Operations at Fullerton Municipal Airport

Measured at Rear Yard of 8432 Fourth Street, Buena Park, CA

During the 24-hour period of April 20 to April 21, 1981, 231 flights were recorded at this location. The table below provides the number of flights recorded during each hour, the average single event noise exposure level (SENEL) of these flights, and the average peak level.

<u>Hour</u>	<u># of Flights</u>	<u>Average SENEL</u>	<u>Average Peak Level</u>
07:00 - 08:00	0	----	----
08:00 - 09:00	10	88.8 dB	83.9 dB
09:00 - 10:00	15*	87*	82*
10:00 - 11:00	15*	87*	82*
11:00 - 12:00	22	85.4	80.1
12:00 - 13:00	31	87.4	82.4
13:00 - 14:00	32	85.8	82.2
14:00 - 15:00	25	86.1	80.6
15:00 - 16:00	28	87.9	82.8
16:00 - 17:00	37	87.7	82.9
17:00 - 18:00	25	87.5	82.7
18:00 - 19:00	17	86.6	82.0
19:00 - 20:00	0	----	----
20:00 - 21:00	0	----	----
21:00 - 22:00	0	----	----
22:00 - 23:00	0	----	----
23:00 - 24:00	1	87.3	81.9
00:00 - 01:00	0	----	----
01:00 - 02:00	0	----	----
02:00 - 03:00	0	----	----
03:00 - 04:00	0	----	----
04:00 - 05:00	0	----	----
05:00 - 06:00	0	----	----
06:00 - 07:00	3	87.6	81.9

Total Estimated # of Flights: 261

Average: 87.2 dB

82.2 dB

*Estimated

Table IV-3, Continued
Page Two

CNEL = SENEL + 10 Log ($N_d + 3N_e + 10N_n$) - 49.4 where

CNEL = community noise equivalent level

SENEL = average single event noise exposure level

N_d = number of flight operations during daytime (7:00 a.m. to 7:00 p.m.)

N_e = number of flight operations during evening (7:00 p.m. to 10:00 p.m.)

N_n = number of flight operations during night (10:00 p.m. to 7:00 a.m.)

CNEL = 87.2 + 10 Log (257 + 3 X 0 + 10 X 4) - 49.4

= 62.5 dB at rear yard of 8432 Fourth Street on this date.

The CNEL at this location, due to traffic and aircraft noise, was found to be 64.1 dB (see Table IV-1). By subtracting (on an energy basis) the contribution due to aircraft operations calculated above, it is found that the CNEL due to traffic at this location is 59.2 dB.

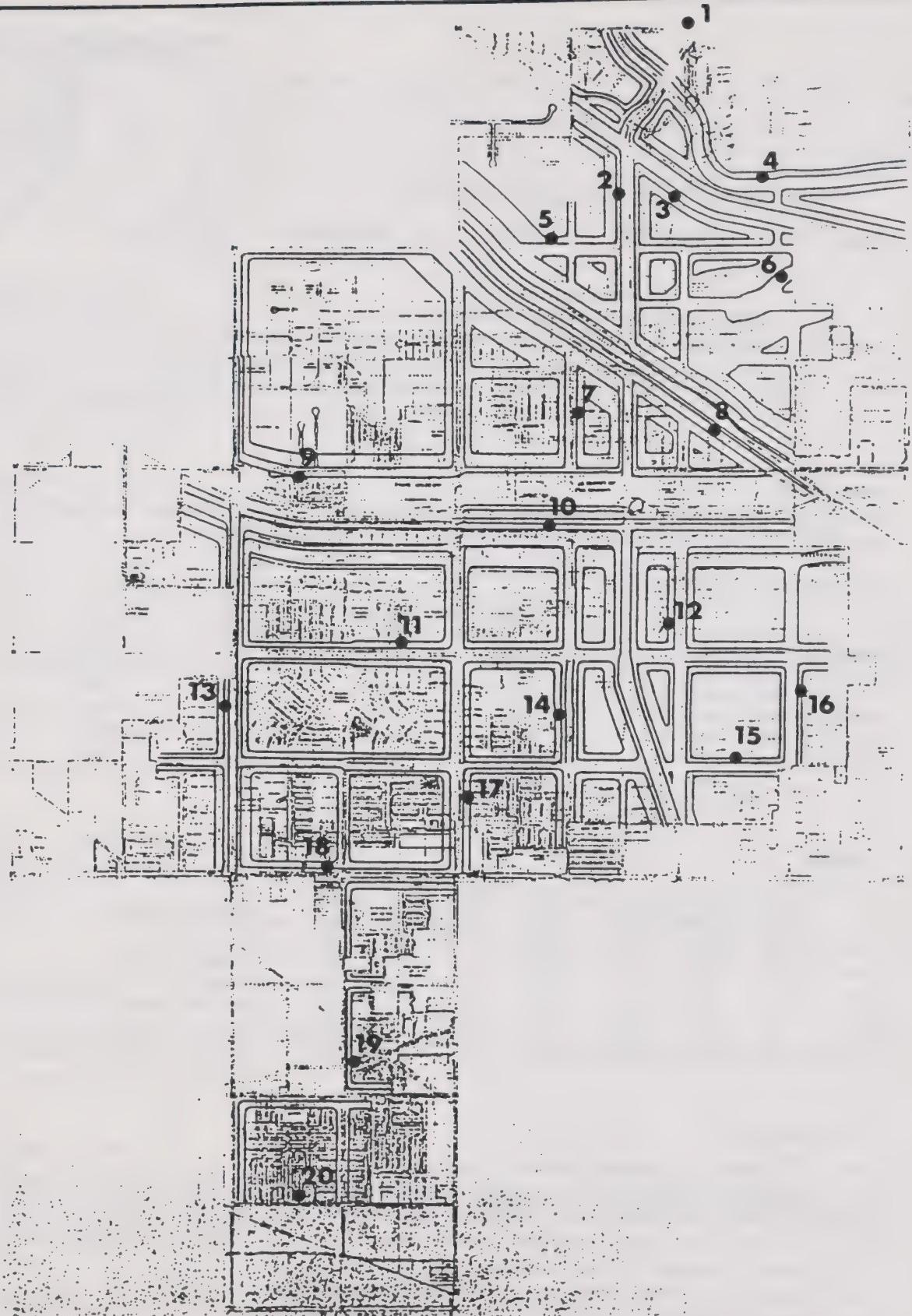


Figure IV-1 Noise Measurement Positions, Buena Park

COMMUNITY ECONOMIC PROFILE

BUENA PARK, ORANGE COUNTY, CALIFORNIA

*Prepared by the
BUENA PARK CHAMBER OF COMMERCE
Based on the format established by the California Chamber of Commerce*

JANUARY 1979



1. LOCATION

Buena Park, incorporated in 1953, is located 22 miles southeast of Los Angeles and 442 miles southeast of San Francisco; 22 miles east of the nearest seaport terminal of Long Beach.

2. ECONOMIC GROWTH AND TRENDS

	1950	1960	1970	1978
Population in the County*	216,224	703,925	1,420,386	1,824,600
Total Taxable Retail Sales - County**	206,779	906,118	2,876,776	8,658,128 (1977)
Population in City Limits*	N/A	46,401	63,646	62,800
Total Taxable Retail Sales - City**	N/A	50,526	186,044	383,468 (1977)
Occupied Dwellings - City*	N/A	12,703	17,864	20,700
School Enrollment, GR K - 6	N/A	2,522	5,227	8,275

Source of Information: *Orange County Planning Department

**State Board of Equalization (In thousands of dollars)

3. CLIMATE

Period	AVERAGE TEMPERATURE			RAIN Inches	HUMIDITY		
	Min.	Mean	Max.		4 A.M.	Noon	4 P.M.
Jan.	45.1	58.1	71.0	2.72	65	45	57
Apr.	51.2	63.0	74.7	1.08	80	52	59
Jul.	61.3	71.3	81.2	.02	87	52	58
Oct.	58.2	71.6	84.9	.56	74	47	61
Year	54.0	66.0	78.0	15.93	76	49	59

Elevation: 75 ft.

Prevailing Winds:

Direction: SW to NW

Mean Hrly. Speed: 6 MPH

Source: County of Orange

4. TRANSPORTATION

Rail: A.T. & Santa Fe; National Amtrak; Southern Pacific.

Truck: Approximately 600 truck lines operate in Southern California area, including Buena Park.

Overnight Delivery to: San Francisco, San Diego, parts of Arizona and Nevada.

Air: L.A. International Airport (25 miles); Orange County Airport (18 miles); Long Beach Airport (12 miles); Fullerton Airport (1 mile).

Bus: Greyhound; Southern California Rapid Transit District, and Easy Rider (OCTD).

Water: Seaport Terminals - Long Beach and Los Angeles Harbors.

Highways: City intersected by Santa Ana Freeway (Interstate 5); Riverside Freeway (Interstate 91); and State Highway 39 (Beach Boulevard).

5. Industrial Sites:

There are 916.85 acres in the city limits zoned for light to heavy industry; about 20.3% is vacant and available in parcels ranging in size from 1 to 28 acres. Included in this acreage total are 4 industrial parks or districts. Typical sales prices during 1978 ranged from \$45,000 to \$75,000 per acre. The terrain is flat. Drainage is adequate. Subsoil is sandy, and piling is not normally required. Sizes of water mains range from 6" to 36". Sizes of sewer lines range from 8" to 72". Description of sites on or off rail lines, zoned for industry, outside the city limits in other tracts or districts: Northwest of Buena Park, State Hiway 91 and Interstate 5 bisect Buena Park's Northwest Industrial area.

Site data compiled in cooperation with the City of Buena Park.

6. Water Supply:

Name of Supplier: Buena Park Water Department.

Maximum pumping capacity 59 million gal/day. Average consumption 12 mg/day.

Cost is \$2.85/monthly charge and \$.32 for each 1000 gallons based on a two months billing cycle.

Water connection charges: \$150.00 per acre for residential, commercial etc.

One time charge only.

7. Sewer Service:

Name of Supplier: Sanitation District of Orange County

Capacity of sewer plant: 180 million gal/day. Peak flow: 220 million gal/day.

Sewer service charge: Yes. On what basis rated? \$200.00/acre; minimum charge of \$75.00.

Type of treatment plant: Both primary and secondary.

There are no facilities for non-recoverable industrial waste water.

Sewer connection charges: \$50.00/square ft. with a minimum of \$250.00 for any type unit charged by Orange County Sanitation District. Buena Park charge hook-up \$50.00 for residential and \$200.00/acre for commercial.

8. Storm Drains and Flood Control:

Master plan of storm drains have been adopted with no charges assessed.

9. Street Improvements:

Dedication requirements: Varies according to highway usage.

Improvement requirements: City requires curb, gutter, sidewalks, paving, storm drain, lighting, street trees, landscaping and underground utilities. These vary subject to development.

10. Natural Gas:

Supplier: Southern California Gas Company

For rates applicable to the city of Buena Park, contact the Fullerton business office located at 202 West Amerige, Fullerton 92632. (714) 634-0251.

11. Electric Power:

Supplier: Southern California Edison Company

For rates applicable to the city of Buena Park, contact the Buena Park business office located at 6692 Beach Blvd., Buena Park 90621. (714) 835-5200.

12. Telephone:

Supplier: Pacific Telephone & Telegraph Company

For rates and types of service applicable to the city of Buena Park, contact the business office located at 201 West Amerige, Fullerton 92632. Business Customers (714) 636-3101. Residence Customers (714) 636-5220.

17. Non-Manufacturing Employment:

Name of Company	Employment	Products
Knott's Berry Farm	2000	Family Entertainment Park
Lucky Stores, Inc.	1721	Food, Appliances and Clothing
J. C. Penney, Western Regional Office	950	Hdqr. & Distribution Office
Sears Roebuck and Company	750	Retail and Catalog
Yamaha International Corp.	450	Motorcycles, Sporting Goods, Musical Instruments & Audio
City of Buena Park	357	City Government
Pepsi Cola Bottling	325	Bottling
May Company	300	Department Store
Noland Paper Company	287	Paper Products & Specialty Items
Holiday Inn.	200	Hotel
The Treasury	200	Department Store
Movieland Wax Museum	150	Family Entertainment
Buena Park Convention Center Hotel	143	Hotel

18. Community Facilities:

HEALTH: Buena Park has 2 community general hospitals with 125 total bed capacity. 35 physicians/surgeons, 16 dentists, 6 optometrists, 8 chiropractors.

EDUCATION: 19 elementary schools, 2 junior high schools, 1 high school and 2 parochial schools. Junior colleges, state colleges and major universities are within easy commuting distance.

CULTURAL: 27 churches, 2 libraries, 2 newspapers, 5 radio stations, 12 TV channels received direct, 10 banks, 8 savings and loan, 6 parks, 2 playgrounds, 4 theaters. Other recreational facilities include: California Alligator Farm, Knott's Berry Farm, Movieland Wax Museum and Palace of Living Art, Movieworld Cars of Stars, 10 minutes to Disneyland.

19. Housing Availability, Prices and Rentals:

Rentals for one and two bedroom apartments and duplexes range from \$150.00 to \$300.00 per month. Rentals for two and three bedroom houses range from \$250.00 to \$500.00 per month.

Sales prices of existing homes were from \$40,000 to \$200,000 during 1978. There are 6 suburban residential areas within 5 miles of Buena Park offering homes priced from \$45,000 to \$300,000.

There are two hotels with 600 total rooms and 20 motels with 1000 total rooms in the community area. There are 4 mobile home parks in the community area.

20. Remarks:

Buena Park is known as the "Gateway to Orange County"; a balanced community offering quality residential, excellent recreation and cultural facilities, stable industry and an effective buying income of \$23,477 per household. Buena Park has an excellent environment for industry and business that enhances growth and prosperity.

*Reviewed for statewide standardization by the California Chamber of Commerce,
Department of Economic Development and Research, 455 Capitol Mall, Sacramento, California 95814,
on January 16, 1979*

FOR FURTHER INFORMATION CONTACT

**BUENA PARK CHAMBER OF COMMERCE, Post Office Box 366,
8898 Beach Boulevard, Buena Park, California 90621
(714) 521-0261**

13. Governmental Facilities - Tax and Insurance Rates:

- a. Buena Park has the Council-Manager type of government. Assessed valuation 1977-78: \$282,841,370 - City; \$9,796,732,022 - County. Ratio of assessed value to appraised value: 25% of real cash value.
With the passage of Proposition 13, the assessed value will originate with the 1975-76 base year with a maximum of 2% roll forward per year.
- b. Combined total industrial property tax rates per \$100 assessed value: Code Areas: 14,0000 - 14,0620. Total: \$4.6146 - \$5.2000. School Bond Retirement - \$4.349 - \$9153. Basic Levy - County, City, School and District - \$4.00. Other Bond Retirement - \$1.1589 - \$2847. Adjacent unincorporated area: Code Area: 54,015 - 54,017; Total - \$4.6400. School Bond Retirement - \$4.4603. Basic Levy - County, City, School and District - \$4.00. Other Bond Retirement \$1.1797
- c. Retail Sales Tax: State - 5%; City/County - 1%; Total - 6%.
- d. Police Department: 92 men sworn; 40 civilians; 44 passenger vehicles; 8 two-wheel motorcycles; 3 Cushmans.
- e. Fire Department: 69 men; 4 pumpers; 1 rescue salvage; 1 snorkel truck; 1 paramedic van.
- f. Fire Insurance Classification: Source of Rating - American Insurance Association
City rating - 3; Adjacent unincorporated area - 3.

14. The Buena Park Labor Market Area

Area includes: La Palma, Cypress, Los Alamitos, Rossmoor and portion of Garden Grove.

1. Estimated area population, 270,019(1/76 est)
2. Estimated total employment, 38,068

Agriculture	348	Retail Trade/Wholesale	15,533
Mining	*	Finance/Real Estate/Insurance	1,211
Construction	1,698	Services	6,476
Manufacturing	6,910	Government	5,923
Transp/Comm/Utilities	517	Other	*

NOTES: *All entries not available because of disclosure regulations.

SOURCE: 1) State Department of Finance
2) State of California Employment Development Department.

15. Characteristics of the Labor Force:

Extent of unionization. Union membership at 211 locals in Orange County was 105,200 in July 1977, up just 700 from the tally for two years earlier. The ratio of union membership to wage and salary jobs at firms in Orange County was 15.5 percent. The construction industry is the most highly organized with union members representing 76 percent of the employed total. Over 16 percent of all manufacturing jobs and 13 percent of wholesale and retail trade are unionized. Wage rates, extent of unionization, fringe benefits and related information for specific industries and job classification may be obtained from the State Employment Development Department located at 28 Civic Center Plaza, Room 762, Santa Ana, CA 92701, or at 800 Capitol Mall, Sacramento, CA 95814.

16. Manufacturing Employment:

There are 201 manufacturing plants in the community area. Leading group classes of products are: Machine and components; furniture, paper products and food processing. The largest manufacturing firms in the community area are:

Name of Company	Employment	Products
Kraft Inc.	500	Food Processing
National Biscuit Co.	350	Bakery Products
Nutrilite Products	240	Food Supplements & Vitamins
Georgia Pacific Corp.	200	Corrugated Containers
Mead Packaging	160	Paper Cartons
Walton Printing	140	Business Forms
Abbott Power Corp.	110	Electrical Panel Boards
Dennison Eastman Corp.	100	Business Forms
Fibreboard Corp.	100	Corrugated Containers
Paul Dodds	100	Restaurant Fixture Equipment
Wilshire Bedding	100	Tables

Facilities include 23 machine shops and 2 public warehouses.

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